

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 152.—VOL. VII.]

LONDON: SATURDAY, JULY 21, 1838.

[PRICE 6^d.

VALUABLE MINING PROPERTY.
M. KIRKMAN is instructed to offer to PUBLIC COMPETITION, at his next Periodical Sale of Mineral Properties, unless previously disposed of by private contract, a variety of SHARES in some of the most important and promising MINES in CORNWALL, including

TREASSEA N.
which has yielded and divided a profit amongst the fortunate proprietors exceeding Three Hundred and Fifty Thousand Pounds.

NORTH ROSKEAR.
which is well founded in all necessary and useful machinery and materials, worth by estimate from £12,000 to £14,000, and is now giving dividends every two months.

MARAZIO N.
which is now in full operation, and from which regular and large dividends may be expected in the course of the present summer.

EAST POOL,
which is now making large returns, and promises in a short time to be one of the most productive and profitable mines now working.

Also in Hallan Beagle, Trevasauk, Polbrein, Perran Consols, South Towan, South Folgoath, British Silver Lead, Harmony and Montague, Trewovals, Trevorgus, West Wheal Jewel, Treleigh Consols, Cornwall United Mining Association, Providence Mine (St. Ives), Wheal Providence, Gwinear, and many others.

Printed particulars may be had seven days previous to sale (of which due notice will be given), on application to Mr. Kirkman, Mine and Mineral Estate Agent, 12, Pancras-lane, London; or of his Agents, in all the principal towns in England, shares in the above, and many other mines, at all times for Sale by Private Contract.—12, Pancras-lane, June 11.

VALUABLE COAL PROPERTY.
M. LEIFCHILD has received instructions to offer for SALE, by Private Contract, an extremely valuable COAL PROPERTY, in South Wales, affording a most advantageous situation for Copper Works, and the Anthracite Coal being in the immediate neighbourhood, combining a highly important advantage for the erection of furnaces for iron. The mineral is worked at a water level within the distance of a mile from the shipping place of an extensive navigable river, and communicating by easy and cheap conveyance with another first-rate port in the principality. The Coal, which is bituminous, is universally approved of; and the property, which possesses many sources of certain profit, presents a rare and eligible opportunity to capitalists and others wishing to embark in manufactures requiring the use of coals. A full descriptive particular, with plan of the estate, may be seen by principals applying at Mr. Leifchild's offices, 43, Holborn, London.

LEAD MINES, in the COUNTY of AYR.—TO BE LET, and entered on immediately, the LEAD MINES, Old and New, in AFTON MOOR, near New Cumnock, in the county of Ayr. The old works were drained to a considerable depth by a main adit, or day level, and several shafts which, though not at present accessible, could again be revived by a judicious application of skill and capital. By the new works two veins have been opened up, and Lead of a very superior quality has been found. The veins wrought at present are level free. One of the foreheads is forty fathoms from the surface, and a depth of 100 fathoms may be acquired by the present level. The ground and present workings have been examined by engineers of eminence and experience, who report the prospects as very encouraging.

The works may be examined on application to Mr. Ballantine, at the Mines, by Cumnock, where the Lead will be seen in store. Specimens of the Lead will also be shown by Messrs. Hunter, Campbell, and Co., W.S., Edinburgh, and by Messrs. Bald and Geddes, Mining Engineers, there; either of whom will receive offers for a Lease or a Lordship on the outport of Lead, in the proprietors option, as is usual. Edinburgh, June 22.

TO CAPITALISTS.—ELIGIBLE INVESTMENT.—A Gentleman is desirous of disposing of a part of his interest in three of the most promising COPPER MINES in Cornwall, with their engines erected, and now in full work—the price is Eight Thousand Guineas, and the advertiser will guarantee, by landed security, ten per cent. profits, to be paid half-yearly for five or ten years, at the option of the purchaser, on condition of his receiving half the profits over ten per cent. The interest to be disposed of is one-eighth in each mine. For address apply to Mr. Wallis, 14, South-square, Gray's Inn. July 12.

COAL-FIELD IN DURHAM.—TO BE SOLD, by Private Contract, a SMALL COAL-FIELD, of about one hundred and twenty acres, near Bishop Auckland. For price and further particulars apply, by letter, to Mr. Bollen, 4, Southampton-street, Bloomsbury.

CAUTION.—LOST on MONDAY, the 25th June, 1838, in a Portmancaire, whilst travelling on the railway between Maidenhead and London, SHARES, Nos. 328, 329, 340, and 41, in the WEST WHEAL JEWEL MINING COMPANY. The Public is hereby CAUTIONED against taking any or all of the said Shares, as Notice has been given at the Company's Offices, and the Shares, when presented to have the future calls inscribed, and without which they will of course become useless, will be detained.

TO BUILDERS, BRICKMAKERS, and OTHERS.—TO BE SOLD or LET, by order of the Directors of the Birmingham, Bristol, and Thames Junction Railway Company, a large quantity of FREEHOLD LAND, extending northwards from Shepherd's Bush. It contains BRICK-EARTH, of superior quality, in large quantities; has good roads and drainage, and is admirably adapted for the erection of Villa Residences. To suit the convenience of purchasers, it will be disposed of in large or small portions, on advantageous terms.

Apply, for particulars, to Mr. George Godwin, surveyor to the company, at his office, 24, A'xanfer-square, Brompton, at which place, and also at the company's offices, 1, Robert-street, Adelphi, a plan may be seen.—July 19.

SWANSEA HARBOUR IMPROVEMENTS.—CONTRACT No. 1.—CONTRACTORS for PUBLIC WORKS desirous of Tendering for the Excavation of the Waste Water Cut for the River Tawe, and other works connected therewith, may inspect the plan, sections, and specification, and form of Tender for the same, on and after Thursday next, the 17th instant, between the hours of ten and four o'clock, at the Office of the Harbour Trustees, Swansea, or that of the Engineer, H. H. Price, Esq., 4, Parliament-street, London; and all Tenders must state the nature of the security offered, and be delivered personally, sealed and directed, to the Chairman of the Trustees of Swansea Harbour, before twelve o'clock on Monday, the 6th of August.

Swansea, July 12.

S. PADLEY, Clerk to the Trustees.

KENT ZOOLOGICAL AND BOTANICAL GARDEN COMPANY, Rosherville, near Gravesend.

Offices, 6, King William-street, Mansion house. The directors of this company hereby give notice to the shareholders, that they are ENCLOSING THE GROUNDS, and shall forthwith proceed with laying out the gardens.

The Directors are also ready to treat with proprietors of Steam-boats to land and embark passengers, in excursions or otherwise, at their pier, Rosherville, on the most favourable terms. Bankers' receipts may be exchanged for certificates, between the hours of Eleven and Four daily. BOYES THORNTON, Manager. July 11.

THE ANTI-OXYDATION OF METALS, IRON, ZINC, AND COPPER COMPANY.

Capital £350,000, in shares of £20 each. Deposit £1 per share. The directors, convinced of the efficacy and originality of the process which will be employed by them for the protection of metals against oxydation, and which has recently been introduced into her Majesty's service, confidently submit to the public the detailed prospectus of the objects of the company, now ready for delivery, at the office, No. 31, St. Swithin's lane, where applications for the remaining shares may be addressed.

By order, JAMES WILSON, Sec. pro tem.

THE GENERAL SHIP, STEAM-VESSEL, AND SMALL CRAFT BUILDING COMPANY.

DRAKE'S PATENTED IMPROVEMENTS, TO BE INCORPORATED BY ACT OF PARLIAMENT OR CHARTER.

Capital £200,000, in 10,000 shares of £20 each. Deposit £2 per share.

PROVISIONAL DIRECTORS.

Chairman—Capt. Sir J. Ross, C.B., R.N., F.R.A.S., &c.
Deputy Chairman—Joseph Holl, Esq.

Colonel Alexander Findlay, K.H., Eneas McIntyre, LL.D., F.L.S., &c.
Edward Bevan, Esq., Richard Pugh, Esq.

Thomas Wood, Esq., James Alder, Esq.

With liberty to add to their number.

Solicitor—Charles Dod, Esq., 21, Craven street, Strand.

Naval Architect—John Poad Drake, Esq., Secretary—John H. Anderson, Esq.

Bankers—The London Joint Stock Bank.

Offices—Lombard-street Chambers, Clement's-lane.

This company is established for the purpose of building ships, steam-boats, yachts, oilers, barges, keels, ships' and other boats, and canal craft, with every other description of vessel, more especially by adopting Mr. Drake's patented improvements.

These improvements have been strictly examined and tested by men of scientific knowledge and experience in ship and craft building, and have been found fully to satisfy the directors in their opinion of their great and signal importance, and the very extensive nature of the advantages and profits that must arise from this undertaking.

It is proposed to commence operations (by establishing building-yards and other) immediately upon the payment of the deposits on the shares. Various applications for building contracts have already been made to the directors, and the operations will be conducted with the greatest economy and attention to the general interest of the shareholders.

Applications for shares are to be made (post paid), in London, to the Directors, at the Company's Offices; or to Charles Dod, Esq., solicitor, 21, Craven-street, Strand; and at Liverpool to Joseph Carruthers Nicholson, Esq., Pool-court, a high place. Prospectuses and all further information may be obtained.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.—CONTRACT FOR WORKS.—The directors will meet at the Company's Offices, 1, Robert-street, Adelphi, on Wednesday, the 23rd of July next, at Eleven o'clock precisely, to receive TENDERS for the execution of the following works:

Contract, No. 4.—The whole remaining unfinished portion of the line north of Scott's Brickfields, near the Uxbridge-road, consisting of cuttings, embankments, drains, culverts, fences, bridges, and other works, extending from the junction with the London and Birmingham Railway, near Holdsworth-green, to the gallery under the new cut of the Paddington Canal, now nearly completed, a distance of thirty-two chains, and south of Contract, No. 2, being, from the road bridge, under the railway, at the foot of Wormwood Scrubs, to Scott's Brickfields, a distance of

seventy chains.

Plans, sections, and specifications of the works will be ready for inspection at the Company's Offices, on and after the 14th day of July next.

By order of the Board, JOHN THOMPSON, Sec.

Glasgow, Paisley, Kilmarnock, & Ayr Railway. TO RAILWAY CONTRACTORS.

The Directors of this Railway will meet at their Office here on the 15th day of August next, at Twelve o'clock noon, to receive TENDERS for executing the following CONTRACTS on the line:

Contract No. 10.—Being that part of the line extending from Moss-street, Paisley, to a Peg marked No. 27, near to the Linwood-road. The length is 270 yards, or thereabouts, and the contract will include the Cuttings and Embankments, which are considerable, and about Eight Road and other Bridges, with Fencing, Laying the Rails, and otherwise completing the Lot.

Contract No. 11.—Being that part of the line extending from the Peg marked No. 27, to a Peg marked No. 57, at the Town of Johnstone. The length is 3013 yards, or thereabouts, and the contract will include, besides a considerable extent of Cutting and Embankment, Three Bridges over the Canal, and about Nine Road and other Bridges, with the Fencing, &c., as in Contract No. 10.

Or, at the option of contractors, both these contracts may be embraced in one tender.

The plans, sections, and specifications, with drafts of the contracts, will be seen here, or at Messrs. Grainger and Miller, Engineers, Edinburgh, on and after the 1st day of August next, and the Resident Engineer will be at the Saracen's Head Inn, Paisley, on the 6th and 7th August, at Ten o'clock forenoon, to accompany contractors along the line.

Security will be required for the proper execution of the contracts, and the directors reserve power to accept of any tender, whether it be the lowest or not.

13, Gordon-street, Glasgow, July 11. J. H. HUMPREY, Secretary.

SOUTH-EASTERN RAILWAY.—Tunbridge Division.—Contract A.—The Directors will meet at the Office of the Company, 10, Coleman-street, London, on Tuesday, the 4th day of September next, at half-past One in the afternoon precisely, to receive TENDERS for the EXECUTION OF THE WORKS comprised in this contract. The earth works consist of 300,000 and 400,000 cubic yards of cuttings, to be carried to embankments at the average distance of one mile. The other portion of the contract will comprise certain parish road and accommodation bridges, culverts, drains, and the fencing of the line of railway lying between the Hastings turnpike-road at Tanbridge, and the public road at Tudeley. The whole will be let by a schedule of prices to be tendered for all the various kinds of works as measure works.

Plans and specifications of the works, with conditions of tender and contract, will be ready for inspection, and printed forms of tender may be obtained, on and after the 31st inst., at the Office of the Company, and also at the Office of the Resident Engineer, at Tunbridge, Mr. P. W. Barlow, who will afford any information on the spot. Any further information may be obtained upon application to William Cubitt, Esq., the principal Engineer to the company, at his Office, 6, Great George-street, Westminster.

The Directors do not bind themselves to accept the lowest tender, nor will any tenders be admitted except made in the printed form of the Company, nor unless it be delivered at the Office of the Company before One o'clock on the day of meeting.

By order of the Directors, J. S. YEATS, Secretary.

Sheffield and Manchester Railway. (Incorporated by Act of Parliament, 5th May, 1837.) Capital £700,000, in 7000 shares of £100 each.

CHAIRMAN.—The Right Honourable Lord WHARNCLIFFE.
DEPUTY-CHAIRMAN.—W. Sidebottom, Esq., Manchester.
ENGINEER.—Charles Vignoles, Esq., M.R.A.S., &c.
LONDON CORRESPONDENT.—M. A. Goldsmith, Esq.

The directors have the satisfaction of informing their shareholders, that the whole of the capital being subscribed for, they have commenced operations for carrying into effect their act of incorporation, and that their engineer, Mr. Vignoles, with a numerous staff, is actively engaged in staking out the line, and preparing the working plans, &c., for the contracts.

The construction of the railway will follow immediately, commencing with such portions as will be the soonest brought into profitable operation.

The amount of traffic as proved before Parliament, and since examined and confirmed by the inquiries made by a committee of directors, shows, upon the capital of £700,000, a Net Income of 17 per cent., excluding sources not strictly and immediately open, although certain to be hereafter available.

The owners of the land for upwards of three-fourths of the length of the line have taken its value in shares in the undertaking, and, as there is also a balance in hand, the directors do not anticipate, in the progress of their works, quick or heavy calls upon their capital.

To afford all possible facility and information to their London proprietary, the directors have made arrangements with Mr. M. A. Goldsmith, that all transfers of shares may be sent to his office, No. 53, Threadneedle-street, London, whence they will be returned to the proprietors in due course, after registration at Manchester, free of a expense, except postage.

And as the directors consider the present the epoch whence the commencement of active operations on the Sheffield and Manchester Railway may be properly dated, they have circulated amongst the proprietary a more detailed report of the purposes and prospects of the company, copies of which may be obtained at the offices of Sheffield and Manchester, at Mr. Vignoles' Chambers, 4, Trafalgar-square, or at Mr. Goldsmith's, 53, Threadneedle-street, London.

STANHOPE AND TYNE RAILROAD COMPANY

DIRECTORS.

* Edward George Barnard, Esq., M.P., Chairman.
Thomas Barnard, Esq.
Edward Blount, Esq.
P. J. Caffary, Esq.
J. F. Harrison, Esq.

AUDITORS.

J. L. Heathorn, Esq. Richard Wood, Esq.

* These are the Trustees to the Company.

In putting forth the present prospectus to the notice of the public, the Stanhope and Tyne Railroad Company beg to premise that the railroad which they have constructed has already been in operation for a period of nearly four years, and extends for a distance of thirty-four miles through the county of Durham—from Stanhope to the river Tyne, at South Shields—intersecting in its progress extensive coal-fields, and communicating with the rich lead mines of the former place.

In addition to the main line of road another has been completed, denominated the Durham Junction, which, joining the Stanhope and Tyne about nine miles from Shields, extends in a southerly direction for five miles towards the city of Durham.

The traffic which has already passed along the original road has been progressively increasing since its opening, and at this time is yielding a net revenue of 5 per cent. on the whole outlay. The Durham Junction line, which is tributary to it, will be completed in about a month; and as it affords the facility of shipment on the river Tyne to the extensive coal-field of the county of Durham, south of the river Wear, a large addition to its present trade is ensured.

Up to this time the coals brought by the company for shipment at Shields and Landsale amount to 1,043,952 tons, and the contracts already entered into and in progress, promise to double the annual quantity.

The extensive collier docks in course of formation at Stanhope, within half a mile from the railroad, will be another certain source of considerable income.

In the progress of the undertaking the company deemed it eligible (in order to obtain all the advantages which from time to time have been developed) to raise money beyond their originally proposed capital. The debt thus incurred is now intended to provide for by the issue of an additional number of shares, upon a plan which will come into progressive operation at times coincident with the respective payments of the borrowed capital; and as the railroad has now begun to work for nearly four years, and shows a rapidly improving trade, it is stamped as a most undoubted and profitable investment.

The shares intended to be issued are similar to the original shares of £100 each, and the instalments upon them being called for only at periods corresponding with the object stated, will be spread over a series of at least eight years.

Upon the allotment of the shares a deposit of 10 per cent. will be required, and it is proposed to call for a second instalment of a similar amount during the present year—for instalments, at intervals, during the year 1839, of 20 per cent.; and in the following years for a sum not exceeding 10 per cent. in any one year, until the whole amount be paid, thus making the last instalment not earlier than 1845. While the instalments are in course of payment, each subscriber will be entitled to an immediate interest of 5 per cent. per annum, payable half-yearly; and to a relative proportion of profits calculated upon the amount advanced by him, participating with the original shareholders in all the benefits of the company, whenever the instalments are fully paid up.

The new shareholders will not be required to execute the deed of settlement of the company, nor any auxiliary deed, until the whole of the instalments are paid, and then the holder of the scrip certificates will alone be required to execute such deed; but in the mean time they are to hold their shares upon the same terms and conditions to which the original shareholders are subject under the present deed of settlement, or which may be expressed in any future deed of settlement, pursuant to the powers therein contained.

It is proposed to commence operations (by establishing building-yards and other) immediately upon the payment of the deposits on the shares. Various applications for building contracts have already been made to the directors, and the operations will be conducted with the greatest economy and attention to the general interest of the shareholders.

Applications for shares are to be made (post paid), in London, to the Directors, at the Company's Offices; or to Charles Dod, Esq., solicitor, 21, Craven-street, Strand; and at Liverpool to Joseph Carruthers Nicholson, Esq., Pool-court, a high place. Prospectuses and all further information may be obtained.

SOUTH AUSTRALIAN COMPANY.—The Directors hereby give Notice that the ISSUE of SHARES will CLOSE on Tuesday, the 31st inst. EDMUND J. WHEELER, Manager.

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT STOCK COMPANIES.

FRIDAY.

India Steam Ship Company Bill—Report further considered; amendments agreed to; bill ordered to be ingrossed.*Mails on Railways*—Bill considered in committee, and reported; further consideration of report on Monday next; Bill, as amended, to be printed.*East India Steam Ship Company*—Bill read third time; clause added; bill passed.*Coal Trade (Port of London)*—Bill reported; to be read the third time on Monday next.

MONDAY.

Message from the Lords—That they have agreed to the Kingstown and Dublin Harbour Bill; and the Eastern Counties Railway Bill, with amendments.*Trading Companies*—Bill considered in committee, and to be reported tomorrow.*Mails on Railways Bill*—Further consideration of report deferred.*Coal Trade (Port of London) Bill*—Third reading deferred.

TUESDAY.

Eastern Counties Railway Bill—Lords' amendments agreed to.*Fourdriniers' Patent*—Petition from Sheffield, for consideration of the case of Messrs. Fourdrinier, relative to the manufacture of paper; ordered to lie on the table.*Coal Trade (Port of London)*—Bill read third time; clause added; amendments made; bill passed.*Message from the Lords*—That they have agreed to the Birmingham and Derby Railway Bill, with amendments.*Trading Companies*—Bill reported; to be read third time on Thursday.*Mails on Railways Bill*—Further consideration of report deferred till Saturday.

WEDNESDAY.

Birmingham and Derby Railway Bill—Lords' amendments agreed to.*Fishguard Harbour (No. 2)*—Bill reported; ordered to be ingrossed.*Fourdriniers' Patent*—Petition from Edinburgh, for consideration of the case of Messrs. Fourdrinier; ordered to lie on the table.

THURSDAY.

Fishguard Harbour (No. 2)—Bill read third time and passed.*Mails on Railways Bill*—Petition of the Glasgow, Paisley, and Greenock Railway Company, against; ordered to lie on the table.*Bank of Ireland*—Petition from New Ross, against renewal of charter; ordered to lie on the table.*Trading Companies*—Bill read third time; clause added; bill passed.

FRIDAY.

Message from the Lords—That they have agreed to the Dean Forest Mines Bill, and the Dean Forest Encroachments Bill, with amendments.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.

Their lordships resolved into committee on the Benefices Plurallities Bill, and the discussion thereon occupied the principal part of their sitting.

TUESDAY.

The Dean Forest Encroachments Bill (with amendments), and the Dean Forest Mines Bill (with amendments) were severally read the third time and passed.—The Entails (Scotland) Bill went through committee.—The Juvenile Offenders Bill was considered in committee.—The report of the Municipal Corporations (Ireland) Bill was agreed to.

WEDNESDAY.

The House did not assemble to-day.

THURSDAY.

The County Treasurer's (Ireland) Bill was read the second time.—The Qualification of Members' Bill was read the third time and passed.—The Affirmations in lieu of Oaths Bill (Lord Denman's), was thrown out on a division.—The Prisons (West Indies) Bill was read the second time.—The Slave Vessels Captured Bill was read the second time.—Several other bills were forwarded a stage, and the house adjourned.

FRIDAY.

The Vagrant Act Amendment Bill was read the third time, and passed.—Lord PORTMAN withdrew the Highway Rate Bill, stating that he should renew it next session.—The Marquis of LANSDOWNE deferred, from Monday till Tuesday, the third reading of the International Copyright Bill; and he gave notice that on that day he should move the second reading of the Royal Exchange Rebuilding Bill.—The Turpentine Bill, and the Prisons (West Indies) Bill, &c., were forwarded a stage.

HOUSE OF COMMONS.

SATURDAY.

The India Steam Ship Company Bill was read the third time and passed.—The Prisons (Scotland) Bill was read the third time and passed, after the adoption of some amendments.—The Imprisonment for Debt Bill was considered at some length in committee, and amendments proposed and adopted.—The Loan Societies (Ireland) Bill went through committee; the Dublin Police Bill was read the third time and passed; the Revenue Departments Securities Bill; the County Treasurers (Ireland) Bill, and the Insane Persons (England) Bill, severally went through committee; and the reports of the County of Clare Advances Bill, and of the Land Tax Commissioners' Names Bill, were read.—The report of the Coal Trade Bill was agreed to.

MONDAY.

The Royal Exchange Rebuilding Bill was read the third time and passed.—Mr. P. THOMSON, in answer to inquiry, said that he believed no reduction would be made on the part of France of the duty on British wool imported by that country; although he considered that it was more important to France than to England that the duty should be diminished.—The Tithe (Ireland) Bill was considered in committee, and the desultory discussions occupied considerable time. The committee proceeded as far as the 42d clause.—The Prisons Bill, the Trading Companies Bill, &c., were forwarded a stage.

TUESDAY.

The Coal Trade Bill, and the Edinburgh and Leith Agreement Bill, were severally read the third time and passed.—Mr. HUME gave several notices of motions, one of which was against continuing the monopoly enjoyed by the Bank of Ireland.—A committee on the Militia Estimates was appointed.—The Glass Duties Bill was read the third time and passed.—The Registration of Electors Bill was considered at great length in committee.

WEDNESDAY.

The Sugar Refining Patents Bill was read a second time, and ordered to be committed.—The adjourned debate on the Middlesex County Courts Bill was resumed, and the 40th clause, and the clauses connected with it, were struck out: the bill was then read a third time and passed.—The Registration of Voters (Ireland) Bill (No. 2) went through committee, and the Western Australia Bill was read a third time and passed.—The Recovery of Tene- ments Bill was discussed in committee, and the provisions of the measure were extended to all tenements not exceeding the yearly value of 20*l.*: the bill was ordered to be reported to-morrow.—The Parochial Assessments Bill went through committee, and was ordered to be reported on Monday.—The Court of Chancery (Ireland) Bill, and the Parliamentary Burghs (Scotland) Bill, went through committee, and were ordered to be reported.—The report of the Imprisonment for Debt Bill was received, and the bill ordered to be read a third time on Friday.

THURSDAY.

The Vestries in Churches Bill was, after some discussion, lost, on a division.—The house having resolved into committee, on Lord John Russell's resolution, regarding the issue of exchequer bills for Ireland, Mr. HUME proposed an amendment, and after an extended debate, the numbers were, for Lord J. Russell's resolution, 170; for Mr. Hume's, 61; majority, 109.—Lord J. RUSSELL said that on Thursday next he proposed to move the consideration of the lords' amendment of the Poor Relief (Ireland) Bill.—The resolution regarding lighthouses at Gibraltar, &c., authorising the levying of tolls on vessels, was agreed to, and a bill ordered accordingly.

FRIDAY.

The report of the resolutions of the committee on the Tithes (Ireland) issue of Exchequer Bills, and Customs Duties Acts, were brought up and agreed to.—The Fines and Recognisances (Ireland) Bill, Loan Societies (Ireland) Bill, Fisheries (Ireland) Bill, and the Prisons Bill, were severally read a third time and passed. There was a long discussion respecting the East India Labourers (Hill Coolies) Bill, and the state of the law for the regulation of the factories of the United Kingdom, when the House went into committee of supply.

PARLIAMENT HOUSE.—Mr. Barry's coffer-dam on the banks of the Thames, above Westminster-bridge, has now been carried through all the difficulties presented to so important a portion of his great undertaking. The bed of London clay has been reached and penetrated, and thus a sure foundation secured for the noble pile of building which is about to be erected. We presume, of course, that no piles will be necessary, but that the structure will be based on this solid English ground.

THE CHEMICAL NUISANCES.—These nuisances wholly ceased on Tuesday last. Mr. Muspratt and several other proprietors of chemical works are, we understand, trying experiments whether it is possible to carry on the manufacture without causing a nuisance, injurious alike to health and to property. We wish their experiments every success.

LAW INTELLIGENCE.

ACCIDENT ON THE LEEDS AND SELBY RAILWAY.

NISI PRIUS COURT, YORK—JULY 16.

VINT v. THE COMPANY.—In this action the plaintiff sought to recover compensation in damages for a very serious injury received by him, as alleged, from the negligence of the servants in the employ of the defendants.

Mr. Creswell and Mr. Wightman conducted the case of the plaintiff, and Mr. Alexander and Mr. Baines that of the company.

From the evidence of several persons who were fellow-passengers with the plaintiff in the train to which the accident in question occurred, it appeared that he had on the 6th of December, 1836, taken his seat in one of the third class of carriages on his way from Leeds to Selby. They proceeded the first stage in safety at the rate of about twenty-five miles an hour, but as they were approaching the Garforth station the speed was being slackened, when in consequence of some disarrangement of the "switches," as they are called the engine which was drawing the train, together with its tender, took one line, and the carriages taking another, the three first of them were overturned. These switches are the movable rails by which the train is made to change its course to another line. The plaintiff was not a passenger in either of the carriages which were actually upset, but in the next to the last of these, and as they were still proceeding with considerable speed, they came into sudden collision, and he was thrown out with great violence. He was taken up as soon as the other passengers had had time to recover from their alarm, and it was found that his right foot was dreadfully crushed and the leg also broken. He was immediately conveyed to a house at the distance of only a few yards, and the medical gentleman who was sent for pronounced his opinion that the limb could not be saved. The plaintiff, however, was very unwilling to submit to amputation, and a person named Walton, who had a high character for skill in bone setting, was called in, under whose superintendence the operation was certainly avoided; but the patient was unable to leave his room for thirteen weeks, and for the eight or nine months following was wholly incapable of attending to his business. The leg, moreover, was much shortened, and he would remain a cripple for life. For these injuries he sought compensation, and also for the expenses he had unavoidably incurred in consequence of his loss of time, and for the pain he had suffered, which was described as having been most excruciating.

Mr. ALEXANDER, for the defendant, endeavoured to prove both by the cross-examination of the plaintiff's witnesses, and by several others who were called for the purpose, that if he had remained as his fellow-passenger had done, quietly in his seat, he would have completely escaped; but that he had been so much overcome by his fears, that he had thrown himself out the moment before the collision took place, and had so been the sole cause of his own misfortune. The boot of the injured leg having been torn off, was found hanging to one of the projecting cushions called "buffers," used in ordinary cases to ease off the carriages one from another, when the speed is checked, to prevent concussion.

His LORDSHIP summed up the evidence very clearly, and the jury, after some consideration, found for the plaintiff—damages 40*l.*

GREAT WESTERN RAILWAY COMPANY.

ROLLS' COURT—WEDNESDAY.

THE ATTORNEY-GENERAL v. THE COMPANY.—Mr. KINDERSLEY applied to the court for an injunction to restrain the directors of the Great Western Railway Company from making a bridge according to the specifications concluded upon by the directors over a certain canal, which, by virtue of an Act passed in the 43d year of the reign of his late Majesty Geo. III., had been cut from one part of the River Avon to another, in order to facilitate the navigation as well as for the purpose of being used as a feeder to supply the Bristol docks with water, and also as a backwater to cleanse the docks by discharging the whole contents of the cut into the dock, and by that means carrying the accumulated mud into the sea. It appeared that the railway company proposed carrying the bridge across the feeder in an oblique direction by means of three arches, which were to be supported by two piers, the one of which, on the south side, in consequence of the slanting direction of the bridge, it was proposed should project fifty-five feet beyond the other, and was to support the arch over the towing-path, which would be divided by the pier from the water-way, over which an arch of twenty-seven feet was to be carried to the other pier, which was to be erected in the canal, and from which the remaining arch was to be carried to the land on the north-side. It was proposed to erect the piers parallel to the water-way, so that as little obstruction might be opposed to the current as possible. That on the south side, however, was to project eight feet into the water. The canal company were dissatisfied with this plan, inasmuch as they considered that the navigation would be impeded by the towing-path being cut off from the water, which would, as often as it was necessary for boat, barge, or other vessel to pass the bridge, render it imperative on the barge-man to cast off the towing-rope for the purpose of carrying it above the pier, when they would have to fix it to a piece of wood, and float it down the stream to the boat. By this course the boat would be left without any propelling power at the mercy of the current, which at times was very strong, and would probably be swung round against the pier on the north side, or else carried across the river, to the great danger of the boat, barge, or other vessel, and the cargo which might be on board. To prevent this the directors of the canal company wrote to the directors of the railway company and requested them to vary their plan in such a way as to make the chief arch of the bridge pass over the towing-path as well as the main course of the water-way, which could be effected by the span of the main arch being increased four feet, making it thirty-one instead of twenty-seven feet. This, it was insisted, would allow an ample space of seven feet for a towing-path, as well as twenty-three feet for the water-way, and would be perfectly satisfactory to the canal company. This letter was sent to the directors of the railway company, who, after considering the proposal, returned for answer that they were willing to adopt the plan suggested if the canal company would bear the increased expense which would be occasioned by the alteration, as the extended span of the arch would require work of much greater strength and solidity to bear the weight which it would have to sustain on the passage of the train. The canal company, however, declined to bear any part of the cost, and the present information was filed in consequence, on the relation of Mr. Jeremiah Hammond, to restrain the railway company from proceeding with the proposed plan. The learned gentleman then read affidavits of several persons, setting forth the obstructions, and also the dangers, losses, and damages to which they and their cargoes would be exposed, if the plan was suffered to be proceeded with, and concluded by observing that it was the duty of the railway company not to throw any impediment in the way of the navigation, and that in order to avoid it they ought not to spare the funds of the company, but be prepared willingly to incur all requisite expense. The hearing was not concluded at the rising of the court; and on the following morning the counsel again argued at great length to restrain the railway from erecting the bridge—when

Mr. PEMBERTON, for the Railway Company, said that the Dock Company's argument rested upon their own convenience, and that they demanded, at the expense of the railway company, that which had not been granted to others. It appeared from Mr. Brunel's affidavit, that from Oxford to Datchet there were twenty-eight bridges, but there were none excepting suspension bridges but had the towing path separated from the water-way, and in no instance had that been insisted upon which the relators required. Mr. KINDERSLEY.—Mr. Brunel very conveniently stopped at Datchet. I he had come down to the bridges at Staines, Walton, Kingston, and Richmond, he would have found that none of the towing paths were separated from the river.

Mr. PEMBERTON.—That did not appear upon the affidavits. The application to the Court was made upon the ground of public nuisance, but he would ask was the proposed bridge of so great and notorious an inconvenience as to induce the Court to interfere? A bridge of such span as the relators required might not be consistent with the purposes of the railway. The greater length of the arch, with its obliquity, might render it of not sufficient strength to support the traffic to go over it. There was an affidavit of Mr. Frere, the working engineer, to that effect. When the owners and proprietors of the undertaking were satisfied, ought the Court to interfere when what was done was neither more nor less than what was usually done in almost every other instance.

Lord LANGDALE said, he could not concur in the inference that because old bridges were made in a very inconvenient manner, that the present parties had a right to do the same, and build theirs inconveniently. They ought not to go by the old time. He should like to know whether a barge could be got through the arch without a towing-rope.

A discussion upon this took place between the counsel and his Lordship, who at last ordered the motion to stand over until next seal day, and ordered that in the mean time an experiment should be made whether, as the coffer-dam excluded the water where the arch would exclude it when the bridge was completed, it would be feasible without a towing-rope to get a barge through the water-way.

BRITISH IRON COMPANY.

STAFFORD—JULY 18.

ATTWOOD v. TAYLOR AND OTHERS.—In this case Mr. Sergeant Wilde came special for the plaintiff, and, with Mr. Maule, Mr. Sergeant Talford, and Mr. Richards, conducted the case; Sir W. W. Follett, with Mr. Whately and Mr. Talbot, were for the defendant.It was an action upon the contract under which Mr. Attwood sold the iron mines in this county to the British Iron Company, which was the subject of the cause lately decided in the House of Lords. The mines were sold for 600,000*l.*, to be paid for by instalments, with interest. It was agreed that a certain sum for interest upon the unpaid purchase-money should be paid half-yearly until it was paid off. Accordingly, after the contract was enteredinto, the first instalment was paid, and subsequent instalments were sued for. In 1825 the contract was entered into, and in 1826 a bill was filed in the Court of Exchequer to set the contract aside, on the ground of fraudulent misrepresentations. In 1829 the plaintiff was restrained, by injunction, from suing for the instalments of interest. The House of Lords having dismissed the bill with costs in March last, and, therefore, dissolved the injunction, this action was commenced to recover the arrears of the interest on the instalments and interest thereon. The defendant paid into court 87,312*l.* for the former, the proper amount of which was 69,375*l.*, in full satisfaction of the sum claimed. The plaintiff, however, contended that he was entitled to interest upon the interest which ought to have been paid during the time the injunction was in force. It was urged, that it being in the discretion of the jury since the 3d and 4th of William IV., c. 42, to allow interest upon all sums certain, and this, although interest, being a sum certain, and payable at a certain time, they would be fully justified in making the allowance in this case, where the plaintiff had been prevented from suing by the false and groundless charge made by the defendants. The defendants objected that they ought not, under the circumstances of the case, to be compelled to pay any interest upon the interest, inasmuch as it would be a species of compound interest. They also claimed to pay only 4*l.* per cent. interest upon the original contract, contending that under the terms of it they were entitled to deduct ½ per cent. from the interest. Upon this ground the defendants had

Lord ANINGER told the jury that it was certainly entirely a question for them whether they would allow the interest or not; but as the defendants had not paid the interest because they had been prevented by the decree and order of the Court of Exchequer, he thought that they (the jury) would not be of opinion that the defendants ought to be called upon now to pay it, especially as the decree of the court had been in the first instance in their favour. He held, however, that the defendants were not entitled to make the deduction claimed.

The jury refused to allow the interest upon the interest, and found their verdict for 2063*l.*, the amount of the deduction claimed by the defendants, who had leave to move to enter a verdict for them upon this point.

PROCEEDINGS OF PUBLIC COMPANIES.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

The half-yearly general meeting of proprietors in this undertaking was held in the Sheriff's Court Hall, Greenock, on Monday week.

R. D. KEE, Esq., in the chair.

The advertisement convening the meeting having been read, the chairman directed the secretary (Mark Huish, Esq.) to read the directors' report, from which we make the following extracts:

"The whole of the working plans and drawings are completed; and three of the most important portions of the line, viz., the Ibrox and Arkleston contracts, embracing the entire road from Glasgow to Paisley, and the Bishopton contract, extending from the river Gryfe to East Bank, have been taken, the two former by Mr. Thomas Brassey, and the latter by Mr. William Mackenzie; gentlemen whose works of a similar nature on other lines, render it a matter of congratulation to the directors that they have secured their services. The terms on which these works are let are satisfactory; and, collectively, exceed, in a very trifling degree, the calculations of Mr. Locke. The Bishopton contract, as the most important on the line, and extending to six miles, caused the directors some anxiety, not from any apprehension as to the correctness of the data on which they had proceeded, but from the difficulty consequent on the demand for contractors in the numerous roads now in progress, of obtaining one of sufficient eminence and experience to undertake it. The work, which may be considered as the keystone of the line, having been taken by Mr. Mackenzie, at a sum within 300*l.* of Mr. Locke's estimate, the directors are relieved from this care; and as the contract is to be completed in June, 1840, there is every reason to believe that the entire line will be in active work in the autumn of that year. In addition to these, the directors have let some small contracts between Greenock and Port Glasgow, on very fair terms; and they are now engaged in arrangements for others. The works between Greenock and Port-Glasgow were begun on the 15th of June; and the directors anticipate being able to open this part of the railway in the course of next year. Operations have also commenced at Bishopston."

"The contracts above alluded to might have been let some weeks, and in one case nearly two months, earlier; but with the view of obtaining greater competition, the time was extended; and the result has been a saving of many thousand pounds to the company.

"It is satisfactory to state, that considerable improvements have been made in various parts of the line, by which, in one instance, a tunnel and contour cutting have been avoided. In other places the embankments have been reduced, and the cuttings lessened; and the whole has been effected without the sacrifice of any valuable advantage, while the consequent saving in expense will be a solid gain to the proprietors.

"In addition to the above works, comprising a distance of nearly thirteen miles out of twenty-two, the Greenock, Port-Glasgow, and Paisley contracts have been for some time advertised; and the remainder of the unlet portions, viz., the Finlayson and Walkinshaw contracts, are ready for contractors. For these the directors are receiving tenders

embankment over the valley; such a line would interfere with valuable residence property, a considerable part of Stoke-park might be ruined, and, in all probability, serious opposition excited, by which very considerable expense would be entailed on the company. He had then sought to have a terminus in the barrack ground; that was quite feasible, and the expense would undoubtedly be much less; but it would still entail on them that expense of crossing the valley and the river, which the advantages offered would hardly justify. The third and least objectionable plan was therefore in the field belonging to the Earl of Onslow, adjoining the new Farnham road. In planning railways, it was certainly right to look forward to an extension or continuation of the line; and it would not, therefore, do to recommend a terminus in which that object could not be looked forward to. The proposed line carried with it a level perfectly practicable. Mr. Giles spoke of some comparative ascents in a given distance, and this line, he observed, was capable of being made quite a horizontal plane. Distance, he said, was indeed to be regarded; but levels, first of all, in making calculations. With respect to expense, the property it would pass through was in few hands—probably about nineteen altogether. A large proportion of it belonged to the Earl of Onslow; it approached near no residence property, except that of the Rev. Mr. Paynter, which it passed in the rear. With that gentleman he (Mr. Giles) had had an interview, and had been treated with great kindness. The distance to be made was five miles and five furlongs, entering the London and Southampton line about half a mile westward of the Woking station-house, which was full six miles from Guildford. The whole distance from Guildford to London would, therefore, be but twenty-nine miles. The work would require 80,000/-; and he considered it as a cheap line: it passed over no rivers, no main roads, or ornamental property; it was void of the usual objections and the expenses of going into or near towns. The requisite notices of an application to Parliament had been given; and they would, therefore, now be in a condition to proceed next session. The London and Southampton Company, he said, were desirous that the work should proceed, and he (Mr. Giles) had no doubt that the means would not be wanting. Returns or profits it was not his province to enter on at this meeting, at which he appeared as an engineer only. He then entered into a lengthened explanation of the causes of the difference between the estimates and real expenses of the London and Southampton line. In making this estimate, iron, land, and labour, had all been estimated at the prices of the time, and they rose considerably afterwards. With respect to an extension of this railway to Portsmouth, the line of country which was the most practicable, and possessed the advantage of being the lowest level from London to Portsmouth, was that through which the Wey and Arun canal passed; and he had always been of opinion that any line of railway must take that route. It embraced great local connections and advantages, much more than any other line to Portsmouth that had been suggested. A minute plan and section, on a large scale, was exhibited, and excited much attention. Mr. Giles having concluded his observations,

Mr. NEWLAND observed, that from the report and information given by Mr. Giles there could, he thought, be no doubt of the facility with which the object might be effected, and of its advantages. It was not a question of the expediency of railroads generally—that they did not meet there to discuss; it was, whether or not they were to have the advantages of the line extended to Guildford. In conclusion, Mr. Newland read the following extract from the *Hants Telegraph*, which he wished particularly to call their attention to:—

"RAILROADS AND COACHES.—Since the partial opening of the Southampton Railway, viz., from Woking to London, the inhabitants of Portsmouth and of all the country to the north and east of it, included in the triangle, whose apex is Guildford, and whose base line intersects the littoral range of towns from Gosport to Worthing, have simultaneously awakened to the conviction of the literally immense superiority of the railway communication to that by coach, and of the incalculable benefits conferred on every district through which a railroad passes. Already we find many of the old London coaches either thrown out of employment or greatly crippled by the establishment of railway coaches from the principal places to the station at Woking. This is the case with Portsmouth, Chichester, Bognor, Godalming, Guildford, and we believe some other towns also. And when it is considered that the extent of railway carriage thus procured is only about one-third of the whole distance travelled, we see at once, in prospect, the effect that would result were the whole tract of communication by railroad. As a great majority of our readers must, by this time, have either themselves travelled by railway, or have had reports from their friends who have so travelled, we hold it to be quite supererogatory to add any one word respecting the infinite superiority of the new mode of conveyance over the old. The matter is so self-evident that it is now hardly doubted by even the most nervous old ladies, or the most womanish hypochondriacs of the other sex. The only question that now remains with all reasonable men in all parts of England is this—'Can the district in which we live supply materials in its population for defraying the cost of a railway communication with London?' The only question, therefore, with us is—can the district of which Portsmouth is the focus, or rather the terminus, support a railway if it is once constructed? We, ourselves, have not a shadow of a doubt on this subject; and the object of these few observations is to excite the attention of our readers, in order that the matter may be taken up actively and practically without a moment's delay. To our friends resident in Sussex we would more particularly address ourselves; as their interests will suffer, even more than ours in Pritsmouth, should the Southampton Railway be once fully established, without the establishment of one from this place to London. No one who thinks for a moment on the subject will doubt that when once the Southampton Railway is open, one course to London from Portsmouth will be (supposing no branch railway to be formed) by steam-boat to Southampton, thence by railroad to London. But the good folks of Havant, Emsworth, Chichester, Bognor, Littlehampton, Arundel, Midhurst, Petworth, &c., will be left as they are now, with their twenty miles of railway swept over in an hour (or, as we believe it will soon be, in half an hour), and their forty miles of coach road crawled over in five or six hours! So convinced are we of the importance of the new mode of communication, that we believe very few years will elapse before it will be found that the possession or non-possession of a railway will be regarded as the most essential of all considerations in the choice of an abode, whether for pleasure or for trade. It behoves, therefore, all who care for their own prosperity or comfort, as for the property of their place of residence, to think at once of supporting any plan that is likely to procure it and themselves this advantage. A few years may ruin a town; but a town once ruined a century will not restore."

After several resolutions, favourable to the formation of the company, had been agreed to, the following gentlemen were selected as a committee to form the company:—The Mayor, W. Newland, Esq., W. Sparkes, Esq., Charles Booker, Esq., Mr. Edmund Nicholls, Mr. E. D. Filmer, Mr. William Chennell, James Stedman, Esq., Mr. John Cooke, Mr. John Chennell, and B. K. Finnimore, Esq.

Thanks having been voted to the Mayor for his conduct as chairman, and acknowledged by that gentleman, the meeting was adjourned.

LONDON, EXETER, AND FALMOUTH RAILWAY.

A special general meeting of the shareholders in this company was held on the 19th inst., at the London Tavern, to consider of the propriety of dissolving the present company, and organising a new one to carry into effect a portion of the line originally contemplated.

R. RONALD, Esq., in the chair.

The SECRETARY read a report from the provisional committee; from which it appeared, that from the depression of the money market, and other causes, they had found it necessary to withdraw their bill from Parliament during the last session, although a committee of the House of Commons had reported favourably upon its merits. The provisional committee strongly recommended the formation of another company, to carry into effect the portion of the line originally projected between Exeter and Falmouth, as there would be no opposition from other companies, and as the route was very favourable in an engineering point of view. The report then went into long details of traffic as proved before the Parliamentary committee, showing that a net profit of 14 per cent. on the capital necessary to complete the line might reasonably be expected. The report further stated that a large proportion of the inhabitants of the rich and fertile districts through which the railway would pass were highly favourable to the scheme, and had presented numerous petitions to Parliament praying for its adoption. One great advantage that would result from the establishment of such a railway would be the facilities which it would present for the transport of the produce from the valuable mines in Cornwall. The committee would recommend that the new company be called the "Great Western and Cornish Junction Railway," that the capital subscribed be 2,000,000/-, in 40,000 shares of 50/- each, with a deposit of 2/- per share. In order to benefit the proprietors of the company to be dissolved, two shares of that company of 25/- each

to be exchanged for one share in the new company, on payment of a deposit of 10/- per share. The report was well received by the meeting, and agreed to.

At the request of a proprietor, the balance-sheet of the company's accounts was read by the secretary, from which it appeared that the total receipts amounted to 43,207. 13s. 5d., and that the claims on the company exceeded that sum by about 2,438/- 1s. 7d. It was stated that the deficiency would have been much greater, had it not been for the great exertions of the committee of management, who had laboured successfully to cut down the charges. In explanation of the large sum expended, it was mentioned that the length of the line as originally projected, with its branches, was nearly three hundred miles, by far the largest ever brought before Parliament, which had entailed the necessity of keeping up a numerous staff of lawyers and engineers.

A motion for the dissolution of the company having been moved and seconded,

A GENTLEMAN deputed from the Manchester shareholders, expressed their concurrence in the steps recommended by the committee.

Captain WOLCOMBE (the company's superintendent) gave some interesting particulars as to the merits of the proposed line from Falmouth to Exeter, and strongly urged its adoption on the meeting.

A vote of thanks to the committee, to Mr. Ronald, and to Mr. Yates, having been unanimously carried, Mr. Ronald vacated the chair, but was again voted into it, and proceedings taken to organize the new company.

Sir CHARLES LEMON, M.P. for the county, stated, that himself and his colleague, Mr. Pendavas, would do all in their power to promote the success of the undertaking.

The secretary read a letter from Sir Hussey Vivian, M.P., expressing a similar sentiment.

Resolutions were then passed for the formation of the company, agreeably to the recommendation of the report of the committee of the late company, and a number of gentlemen chosen to act as the provisional management. After the customary vote of thanks, the meeting adjourned.

CARLISLE CANAL.

The proprietors of this company held their annual general meeting in the Town-hall, on Tuesday, the 10th inst., when a report was produced, from which it appears that the tonnage dues for the year ending the 6th of June last, amounted to 4666/- 8s. 3d., being an increase of upwards of 33 per cent. upon the receipts of the preceding year; and the gross income exclusive of the buoy duties, to the sum of 5663/- 0s. 9d. The charges of management, during the same period, are 1927/- 5s. 6d.; and the year's interest upon borrowed capital being 1024/-, make a total charge upon the year's income of 3751/- 12s. 6d., leaving a surplus of 1911/- 8s. 3d. To this it is intended to add the balance left on hand last year, which will afford a dividend of somewhat more than 3 per cent.

BANK OF ENGLAND.

On Thursday a quarterly general court of the proprietors was held at the Bank of England pursuant to the terms of the charter.

TIMOTHY ABRAHAM CURTIS, Esq. (governor), in the chair.

The minutes of the last court were read, confirming the election of Mr. Cotton as a director, in the room of the late Mr. Mellish; after which the meeting was adjourned.

RAILWAY INTELLIGENCE.

MAILS ON RAILWAYS BILL.—The discussion in the committee on this bill is fixed for the morning sittings of this day (Saturday). The bill, as now printed, is much less objectionable than as originally drawn; but it is still very objectionable in respect of one point—namely, that the costs of original construction shall or shall not be one of the elements of compensation. The arbitrators are left without any principle to guide them. This opens a door to all manner of arbitrary and unjust proceedings. Parliament can be the only judge of the principle which the arbitrators ought to follow in estimating the compensation; and the principle once fixed, the business of the arbitrators is to estimate quantities and measurements. Were it to be left to the arbitrators to act without any principle to govern them in fixing the amount of compensation due by government to the railroad companies, in the case of two different companies the arbitrators might be governed by different principles; so that in the case of one company one set of arbitrators might determine that the costs of original construction shall be an element in the compensation, while in the case of another company such costs might be disallowed. Parliament ought to leave nothing to be determined by arbitration which it cannot itself determine. It is either proper that the costs of original construction be an element in determining the compensation, or it is not proper. If it is proper that these costs be allowed as an element, arbitrators acting on a different principle commit an injustice towards a railroad company; if it is not proper Government is subjected to injustice. The principle ought to be decided once for all, and can only be decided by Parliament, otherwise a door will be opened for all manner of irregularities and anomalies.

LONDON AND GREENWICH RAILWAY.—The number of passengers on this line from July 10th to 16th was 30,270, producing 802/- 14s. The number from 17th to 20th was 17,048, producing 430/- 18s. 6d.

NEWCASTLE AND CARLISLE RAILWAY.—CONVEYANCE OF THEAILS.—Among other important advantages which the opening out of this extensive undertaking will confer on the trade and commerce of this district, is the quick transmission of letters and correspondence. From arrangements which have been made, the mail to and from Carlisle will on and after the 24th of July, be conveyed along the line, departing from Newcastle for Carlisle at thirty-five minutes past four o'clock in the afternoon, and reaching Newcastle from Carlisle at thirty-five minutes past nine o'clock in the morning. These arrangements cannot fail in proving highly satisfactory to all persons communicating with Carlisle and the west of Scotland. It is gratifying to find that the expectations formed as to the effect of the Newcastle and Carlisle Railway bid fair to be realised to their utmost extent. The traffic is weekly on the increase, as will appear from the following comparative statement of the revenue for the last four weeks, and the corresponding four weeks last year:

Week ending	Week ending
June 17, 1837.....	£895 6 11 June 16, 1838 £1,047 1 1
June 24	1,005 12 11 June 23
July 1	1,085 15 3 June 30
July 8	1,144 6 8 July 7

The great advantage offered to the public by this railway cannot be more clearly shown than by stating, that goods for a merchant in this town, which were at Belfast on Wednesday, were in his own warehouse in Newcastle on the Friday following.—*Newcastle Journal*.

COMMERCIAL RAILWAY COMPANY.—ADJUDICATION CASES.—Adjudication cases have been tried at the Sheriff's Court, to assess the value of property required by this company. On Saturday, Messrs. Whitbread, the brewers, claimed 1600/- for loss of business and value of leasehold of the Red Lion public house, Goodman's fields; the jury awarded 1096/- On Monday, Mrs. Stone claimed 1826/- for losses she must sustain by the removal of her business—that of cow-keeper and carter, in Cable-street, St. George's-in-the-East; after a lengthened investigation, the jury awarded 760/-

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—The works on this line are advancing very rapidly; and the contractors are bound under heavy penalties to have the railway completed, and opened to the public, by the 30th of June next.

GREAT WESTERN RAILWAY.—We understand that great and effectual exertions have been recently made to improve the travelling on this railway. The reports of its roughness have been much exaggerated, and there is no foundation whatever for the statement, circulated with considerable industry, that the directors are about to stop the traffic with a view to the more permanent and substantial repair of the road.

SEIZURE OF A STEAM-ENGINE ON A RAILWAY FOR POOR'S-RATES.—A novel stoppage of the railway train lately took place near Walsall, in Staffordshire. It seems the parochial authorities had thought proper to assess the company, in respect of their road, towards the relief of the poor; but the company, not being satisfied of their liability, demurred to the payment. In consequence, a warrant of distress was obtained from a magistrate, and the broker, with his assistants, stood in the road, with handkerchiefs in their hands, and intimated the absolute necessity of stopping the engine. The guard, ignorant of the cause, and conceiving it was an intimation of some impending danger, stopped the engine, and it was instantly seized for the disputed rate, and one of the carriages was ultimately left in pledge to meet the demand.

LONDON AND BRIGHTON RAILWAY.—We are happy to learn that the works of the London and Brighton Railway progress in a rapid and very satisfactory manner. The observatory upon Clayton Hill, the first stone of which was laid by Mr. Creasy, is now finished; and the workmen have commenced the tunnel shafts, which will be completed with all possible speed. We understand that the contractors will begin the Shoreham branch to-morrow, of which the first work is to be the embankment in Goldstone Bottom, where they will commence operations, and work towards Brighton.—*Brighton Gazette*.

SHEFFIELD AND MANCHESTER RAILWAY.—We understand that this line of railroad is proceeding with great activity; it promises to afford most lucrative returns, not only from its connecting the two great manufacturing towns of Manchester and Sheffield, but also from its running through the extensive coal-fields in the neighbourhood.

SHERESBURY AND BIRMINGHAM RAILWAY.—Mr. Locke, the engineer of the Grand Junction Railway, is now engaged in surveying this railroad, of the success of which but little apprehension is now entertained by those connected with the undertaking.

CHESTER AND BIRKENHEAD RAILWAY.—The directors of this railway have let the two contracts, extending from the town of Chester to Plym-
yard Brook, in the township of Sutton, to Messrs. Clements and Henry, civil engineers, of Dublin.

HULL AND SELBY RAILWAY.—Agreeably to advertisement the directors met on Saturday last to receive tenders for the iron superstructure of the bridge over the River Derwent, and the two portions of the line not contracted for, viz.:—The Brough Contract, which commences at Melton, and terminates at the Market Weighton embankment, and the Selby Contract, commencing at the River Derwent, and terminating at the junction with the Leeds and Selby Railway at Selby; each contract being about six miles in length; we are glad to learn that the whole of the works were let to respectable parties, who are bound to commence operations immediately, and to complete their contracts in the course of next year. We may congratulate our townsmen, and especially the proprietors, on the rapid progress of this very important undertaking, which we doubt not will tend more to improve and extend the trade of the port than can at present even be conjectured.

RAILWAY COMMUNICATION BETWEEN LONDON AND ROTHERHAM.—When the communication by railway between London and Rotherham is open, the journey will be thus:—

	Miles.
From post-office to railway station.	2
London to Birmingham by railway.	112½
Birmingham to Derby by Midland Railway.	38½
Derby to Rotherham, by North Midland Railway (the distance by the railway from Derby to Leeds being seventy-two miles).	40—193½

The rate of travelling will, we understand, be twenty-two and a half miles per hour; so that Rotherham will be reached in nine hours and Doncaster in about ten hours and a half. The London morning papers will arrive in Doncaster by half-past seven or eight o'clock in the evening, and the evening papers by half-past six in the morning.

BIRMINGHAM AND GLOUCESTER RAILWAY.—Extensive cuttings are going on in the villages of Bredon and Eckington, as well as other places on that portion of the line, and in the course of which numerous curiosities and fossil remains, of considerable interest and variety, have been discovered. We suppose no long time will now elapse before the works approach to the part of the line at which the proposed branch to this city is to commence, when it will be seen whether the company intend making the branch themselves, or will prefer to do so the forfeiting of the sum of 70,000/-, according to the bond entered into by them with the deputation appointed from Worcester to oppose the Bill, and upon which condition such opposition was withdrawn.—*Worcester Herald*.

RAILROADS IN FRANCE.—The *Moniteur*, of Tuesday, contains the promulgation of the law ceding to Messrs. Chouquet, Lebobe, and Co., the railroad from the capital to Rouen, Havre, and Dieppe, with branch lines to Louviers and Elbeuf; also of the law authorising the railroad from Paris to Orleans, by Etampes; and of that authorising the road from Lille to Dunkirk. The first is by far the most important, and there is little doubt of its success, from the quantity of goods that even now are conveyed by road, not river, from the seaport of Havre to the capital. For a long time the undertaking of this railroad was delayed by the claims of rival companies, one seeking to conduct the road by the river side and the low grounds, the other insisting that the line by the heights was preferable. The former pleaded not without reason, that the thick population, the towns, the manufactures, were all in the valley; whilst the opposite party showed that the road by the heights was the only mode of accomplishing an easy communication between the capital and its great seaports, which was of more importance than consulting the exclusive comfort of the intermediate towns in the valley. Powerful houses were interested on both sides; but the road by the heights has prevailed, and is now authorised, with a clause forbidding, during twenty-eight years, any line in the same direction by the valley, the road to Poissy excepted. This is a concession to Messrs. Rothschild and the owner of the St. Germaine line, who will continue it to Poissy. The great windings of the river Seine take place between Paris and Poissy, whence to Havre the river navigation is much more facile and scarcely more circuitous than the road, so that the commodities which naturally go by river transport will scarcely be withdrawn from it even by the railroad. A fair competition will thus be established between railroad and river. The Orleans railroad, beside being the connecting link between the south and north of France, joins to Paris Nantes and the Loire, and its several rivers. The line from Dunkirk to the rich and manufacturing town of Lille is, though short, of considerable importance; and all are lines of communication interesting to English as to French interests.

RAILROADS IN BELGIUM.—The *Moniteur Belge* of the 12th and 13th of May has a few notes, containing, first, a report from M. Vifquin, engineer, relative to the proposed iron railroad, by which it is intended to connect Namur with the general system of railroads in the kingdom. This is his third report; two others have already been published. These two reports were sent to the governors of the provinces interested, directing them to apply to the provincial deputations, the Chambers of Commerce, and the local authorities, for their opinion, chiefly as respects the direction which should be given to the branch from Namur, whether to Louvain, Tirlemont, or to some other point of the main railroad; several answers have been sent to the Chambers of Commerce at Namur, Louvain, Tirlemont, and other places. M. Vifquin strongly recommends that such a direction may be given to the railroad as will connect the important district called the Cages of Charleroy to the main railroad; this opinion is strongly supported by some of the above-mentioned bodies, and opposed by others. The documents published by the *Moniteur Belge* strongly recommend the project of M. Vifquin; for it says, however important it may be to connect Namur with the railroad, Charleroy is equally entitled to the same advantage, and if there were no other means, it would be necessary to have two railroads, but M. Vifquin's plan has the merit of effecting both objects by means of one line.

GENERAL SHIP BUILDING COMPANY.—The directors intend to confine themselves for the present to

PUBLIC COMPANIES.

MEETINGS.

COPAPIO MINING COMPANY.—Notice is hereby given, that the THIRD ANNUAL MEETING of proprietors will take place at the company's offices, on Thursday, the 26th instant, at One o'clock precisely.

By order of the directors,
FRED. GRELETT, Sec.

22, Austin-friars, July 9.

SOUTH WHEAL LEISURE TIN AND COPPER MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be held on Friday, the 27th day of July instant, at Two o'clock precisely, at the office of the company, St. Mildred's court, Poultry, London, for the purpose of confirming or repealing a resolution for dissolving the company, which has been passed at a General Meeting of shareholders of the said company, held on the 17th day of July instant.

By order of the directors,
E. H. PLUMPTRE.

ST. HILARY COPPER MINING COMPANY.—The directors do hereby give notice, that the ANNUAL GENERAL MEETING of the shareholders will be held at the office of the company, on Tuesday, the 31st inst., at One o'clock precisely, to receive the usual annual reports, and to elect one director and one auditor, in the room of those who go out of office by rotation, are eligible to be re-elected.

15, Great St. Helen's, July 17.

WEST CORK MINING COMPANY.—The GENERAL HALF-YEARLY MEETING of the West Cork Mining Company will be held at the London Tavern, Bishopsgate-street, in the city of London, on Thursday, the 2d day of August next, at One o'clock in the afternoon precisely.

By order of the Board,
THOMAS M. SHADWELL, Secretary.

Office of the Company, New Broad-street-court, New Broad-street.

CALLS.

BISSOE BRIDGE MINING ASSOCIATION.

CALL OF FIVE SHILLINGS PER SHARE.

The shareholders are hereby informed that payment of a further instalment of Five Shillings per share has been fixed for Saturday, the 13th day of October next; such instalment to be paid into the bankers, Messrs. Williams, Deacon, and Co., Birch-lane.—Dated this 13th day of July, 1838.

By order of the Directors.

BAXENDALE, TATHAM, UPTON, and JOHNSON.

CORNUBIAN LEAD AND SILVER MINE, in the parish of Perranzabuloe, county of Cornwall.—Notice is hereby given that at the general meeting of shareholders in the above mine, held at Devonport on the 15th instant, it was resolved that the directors be empowered to call for a further INSTALMENT of ONE POUND per share, to work the mine; and that Ten Shillings thereof be paid as a Fourth Instalment, on or before the 2d of July next, and the other Half when the directors find it necessary, at either of the following places:

London—The London and Westminster Bank

Turbo—The Western District Bank

Devonport—The Western District Bank

where the shares will be indorsed as heretofore, to protect them against forfeiture. It was further resolved at the said meeting of shareholders, that the Forfeited Shares may be redeemed before the 2d of July next, upon payment of the arrears of calls, with the addition of a Fine, as follows:—Those forfeited on the first call, 10s. each; Second ditto, 7s. 6d. ditto; Third ditto, 5s. ditto.

By order of the directors,

R. LAWS, Secretary.

GREAT WHEAL CHARLOTTE MINING ASSOCIATION.

The directors hereby give notice, that a CALL of TEN SHILLINGS per share is this day made, and must be paid to the bankers of the Association, Messrs. Barclay and Co., 54, Lombard-street, on or before the 4th day of August, and it is requested that the shares and receipts be afterwards left at the office of the Association one clear day to be endorsed. All shares upon which any call is regularly paid become entitled according to the rules and regulations on the scrip, and such shareholders as have not already exchanged their receipts for the scrip are requested to do so immediately.

10, Lawrence Pountney, ill, July 3.

TRELEIGH CONSOLIDATED COPPER MINES.—Notice is hereby given that a further CALL of SEVEN SHILLINGS AND SIXPENCE per share has been made, payable only to the company's bankers, Messrs. Vere, Sapte, Banbury, and Co., Lombard-street, on or before the 7th day of August next, and that all shares on which the above-mentioned call shall not be paid within one month after that day will be forfeited. The bankers' receipts and the scrip certificates are required to be brought to the company's office, 23, Threadneedle-street, that the payment of the call may be registered.

By order of the directors.

Dated July 3.
J. BAWDEN, Secretary.

WESTERN MINING ASSOCIATION.—For the investment of capital in the purchase of shares in approved Cornish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.) Capital £1,000,000, in 20,000 shares of £50 each. Deposit £1.

Subsequent calls not to exceed £1 per share in any one year.

DIRECTORS.

Philip Frith
Jonathan Barrett
Henry Aggs

AUDITORS.

John Poulter | Henry Sterry.
MANAGERS IN CORNWALL.—E. A. Crouch and W. Dymond, Penzance.
BANKERS.—Surrey, Kent, and Sussex Banking Company, 71, Lombard-street.

SOLICITOR AND SECRETARY.

Frederick Bankart, 34, Clement's-lane, Lombard-street.

This association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected mines in the county of Cornwall, in order to secure average profits with little fluctuation. It has hitherto been conducted on a small scale, but its constitution was framed with a view to its operations being extended, as soon as circumstances should render such a step desirable. That the time for such extension is now arrived, will be apparent from the fact, that, at the present moment, Mine shares may be purchased much under the lowest estimate of their value.

The directors are empowered, by their deed of settlement, to issue, in lieu of shares, scrip certificates, to any parties who may prefer them. These will render unnecessary the signing of any deed, but will entitle the holder to an equal participation of dividends to be received on the scrip; and scrip certificates may be converted into shares at any time by the holder executing the deed of settlement.

Confidential information respecting the property now held by the association, also of the purchases in contemplation, the present profits, and expected dividends, may be had by applicants for shares, at the office of the secretary, Frederick Bankart, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

REMARKS.
It is a common occurrence in Cornwall for mines to be abandoned for want of funds, even when their further prosecution would be likely, in the opinion of most experienced miners, to be attended with complete success. Some of the richest mines now worked were thus prematurely abandoned by the original adventurers, and the present companies reap the benefit of large sums expended by the former proprietors. Where whole mines are not thus abandoned, shares are continually being given up to prevent the liability of further calls: in such cases the value of the materials on the mine is payable *pro rata* to retiring adventurers, but not until a year or two have elapsed. These shareholders would, therefore, naturally much prefer disposing of their interests to parties who would pay such value immediately. Shares in mines that are progressing quite as satisfactorily as was calculated on, when the adventures were commenced, but raising ores insufficient as yet to meet the expenditure, are often to be purchased much below their value, merely from inability in the holders to continue their advances, or on account of the general scarcity of capital.

Mines and shares in mines, now making and likely to continue to make handsome profits, may sometimes be purchased by parties on the spot, at prices much below what would be considered a fair value in London.

To make such opportunities of laying out capital available to parties at a distance from Cornwall, the means are afforded by the "Western Mining Association," under the direction of a Board in London, with managing agents in Cornwall, who attend to the company's interests in the conduct of the mines or shares of mines already possessed by the Association, as well as in the purchase of new shares. They, however, make no purchases except under instructions from the Board of Directors, to whom they forward the opinions of confidential and experienced miners on proposed investments. They are also precluded from being concerned in any other mine business whatsoever, and from supplying materials to any mine, except under peculiar circumstances, to be approved of, in writing, by the Board of Directors.

Besides purchasing shares, the Association is ready to treat for the exchange of the shares or scrip of the Association for mine shares; and the directors invite applications of this kind, being well aware that it is often for the interest of parties resident at a distance from the mines to exchange, at a low value, such property for shares in an Association like the present.

In conclusion, the directors would observe, that it is not the least valuable feature of this Association, that it is peculiarly calculated to lessen the risks attendant on mining; for, if it be true, as is generally admitted, that mining, as a whole, is profitable, notwithstanding many undertakings are, in the opinion of competent judges, hopeless from the beginning, and many hopeful ones are prematurely abandoned, it flows, that to invest capital in selected mine shares, with a view to an average profit, is a fair and legitimate undertaking; and as opportunities are continually presented of purchasing mines for the mere value of the materials upon them, after many thousands of pounds beyond such value have been expended upon the works—which outlay the Association will reap the benefit—it may reasonably be anticipated that the average profit in this Association will be a high rate of profit; and experience proves that such has been the result in private companies based on similar principles.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Cam-
borne, Cornwall.

SUB-MARINE and WRECK-WEIGHING ASSOCIATION. for Recovering the Cargoes and Hulls of Stranded Vessels, and for Preserving the Lives of the Crews of Ships in Distress.

To be Incorporated by Act of Parliament.

Capital £250,000, in 10,000 shares of £25 each. Deposit £2 per share.—Calls not to exceed £3 per share, of which two months notice will be given.

DIRECTORS.

Captain Sir John Ross, C.B., R.N., F.R.S.
Captain the Hon. Arthur Duncombe, R.N., M.P.
Captain George William Mauby, R.F.S., &c.
Captain Henry William Hyland, H.E.I.C.

(With power to add to their number).

BANKERS.

Messrs. Williams, Deacon, and Co., 20, Birch-lane.
Messrs. Wright and Co., Henrietta-street, Covent-garden.
Secretary and Home Manager—Mr. H. R. Fanshawe.
Engineer and Superintendent—Mr. William Bush.

Solicitors—Messrs. Shave and Taylor, 110, Fenchurch-street.

In a report made in August, 1836, by a Select Committee of the House of Commons, it appears that about 600 vessels, valued at three millions sterling, are annually stranded or wrecked on the British coast.

To recover a portion of this property, which is now lost to the merchants and public, an Association has been formed, under the direction of experienced nautical men, who are about, upon the most economical plan, to avail themselves of the facilities afforded through modern improvements, with which the cargoes of these wrecks may be weighed, to effect which it is intended to establish stations on the most eligible parts of the coasts of Great Britain and Ireland, under the direction of Lieutenant of Her Majesty's Navy, with a Schooner, Life-boats (on an improved plan), Indian Rubber Air-chambers, Patent Diving Dresses, as well as the necessary apparatus to save the lives of the crews of vessels in distress, to be ready, upon every emergency, to protect the property afloat; or if sunk, to proceed, without loss of time, to weigh the cargoes, so that it may receive a little sea-water damage as possible.

By the estimate laid before the directors, it appears that twenty-six stations will be ample sufficient to accomplish the contemplated object, that the first outlay at each station will not exceed £3000, making a total outlay of £72,000; and that the annual expenditure for wages, wear and tear, &c., at each station, will not exceed £1000.

The officers of the Association will, it is most reasonable to conclude, succeed in recovering one wreck in six, the estimated value of which, according to the Parliamentary Report, will be £50,000; but from the effect of the salt water, they will probably not produce more than one-third that sum, or £16,666; and the salvage averaging one-half, the Association may safely calculate on an income of full £28,000, from this part of the service alone, which will enable the directors to pay a half-yearly dividend of 25 per cent., leaving a large reserve fund for contingencies.

It having been suggested that so large a capital as £250,000 will not be required, the directors consider it necessary to state that, in the first instance (in order that the benefits accruing to the public may not be withheld until the whole amount necessary to carry the project to its full extent is subscribed), they intend to take deposits upon 500 shares only, which will enable them to fit out three stations in the event of issuing a larger number than 500, the original subscribers shall have a preference in proportion to such number of shares as they shall have originally subscribed for.

To render the Association as useful as possible, no person will be allowed to hold more than 100 shares.

A certain portion of the shares are intended to be reserved for the principal outports.

Applications for the remaining shares to be addressed (post paid) to the Solicitors, Messrs. Shave and Taylor, 110, Fenchurch-street, or to Mr. Fanshawe, the Secretary, at the Office, 106, Fenchurch-street.

THAMES OMNIBUS STEAM-PACKET AND PIER COMPANY.

Capital £200,000, in 20,000 shares of £10 each. Deposit £2 per share.

No call to exceed £2 per share, nor at less intervals than two months, twenty-one day's notice to be given. No liability beyond the amount of shares.

BANKERS.

Messrs. Williams, Deacon, Labouchere, Thornton, and Co.

Temporary offices, No. 13, King William-street.

The full PROSPECTUS of this company is NOW READY FOR DELIVERY, on application at the offices of the company; of Messrs. Field and Son, No. 11, Throgmorton-street; of William Corfield, Esq., solicitor, 2, Bolton-row, May-fair; and, for the convenience of the public, at the principal hotels and inns in Richmond, Isleworth, Brentford, Kew, Mortlake, Barnes, Hammersmith, Chiswick, Fulham, Putney, Wandsworth, Chelsea, Battersea, Vauxhall, Limehouse, Rotherhithe, Deptford, Greenwich, Blackwall, and Woolwich.

The object of this company is to establish an uninterrupted chain of steam conveyance upon the Thames, between Richmond, London, and Woolwich, and all the intermediate places.

For this purpose the River Thames affords far greater facilities, as regards speed, cheapness, and comfort, than the ordinary metropolitan roads, and it is no small matter of surprise, that the most obvious highway of communication between nearly Two Millions of people should until late have been so entirely neglected. The only station on which there is even now anything like a regular accommodation to the public, is from London Bridge to Greenwich. Between London Bridge and Westminster the accommodation is not equal to the demand, and all the intermediate points are entirely neglected. From the west end of the town to Greenwich there are no steam-boats, except those of the Woolwich Company, which call at distant and irregular intervals as they pass—whilst, in relation to the up-river traffic, the inhabitants of Richmond, Kew, Brentford, Hammersmith, &c., are entirely neglected, the only boats passing those populous places being the excursion boats to Richmond and back, which, as they leave town in the morning and return in the evening, are to them utterly useless.

The Omnibus Steam-packets of this Company are intended to supply these defects, and to open new lines of accommodation in every direction in which passenger traffic may be found to flow between the two extreme points of their operation; they will, therefore, embrace the whole traffic between Richmond, Isleworth, Brentford, Kew, Hammersmith, Chiswick, Fulham, Putney, Wandsworth, Chelsea, Battersea, Vauxhall, Westminster, Southwark, the City, Limehouse, Rotherhithe, Deptford, Greenwich, Blackwall, and Woolwich, and will afford to the inhabitants of those populous districts the same regular and cheap means of intercourse by water as the inhabitants on the line of the omnibus between the City and Paddington now enjoy by land between those two points. The capital of the company is placed at a much higher amount than by any estimate that can be now made will be required. But as it is impossible to divine the extent to which this traffic may reach, and as the original subscribers are entitled to all the advantages derivable from the increasing value of their shares, it has been thought prudent to extend the capital of the company so as to cover any possible contingency, and to enable it to complete its operations at an early period, without inconveniencing the shareholders by frequent calls.

Receipts per annum, after deducting pier dues (estimated from data

which are fully detailed in the prospectus) £59,695 17 4

Expenses per annum, estimated at a very high scale £20,000

Building and repairs fund 5,000

25,000 0 0

Leaving a net profit of £34,695 17 4

Being upwards of 17 per cent. on the whole amount of capital, should it ever be required, and, consequently, a much greater per centage on a less amount, independently of the revenue arising from the piers, from which a large return is anticipated.

To secure the distribution of shares to bona fide applicants only, it is expected that all applications shall be accompanied by a deposit of 10s. per share on the number required, for which a provisional receipt will be issued, to be exchanged for certificates of shares on the final allotment, which will take place within three weeks from such payment. Applications for shares to be made at the bankers; at the company's offices; and at the offices of William Corfield, Esq., solicitor; and Messrs. Field and Son (as above), and to be made according to the form contained in the prospectus.

W. S. MORGAN, Secretary.

MEETINGS OF SCIENTIFIC BODIES.

IN THE LONDON WEEK.

SOCIETY. PLACE OF MEETING. DAY. HOUR.

London Electrical Adelaide-street Saturday 7 P.M.

Royal Asiatic 14, Grafton-street Saturday 2 P.M.

PUBLIC COMPANIES.

MEETINGS.

Ratcliffe Gas Light Company London Coffee-house July 24. 1.
United Mexican Mining Company London Tavern 25. 1.
London Life Association 61, King William-street 25. 12.
Colonial Bank City of London Tavern 26. 1.
Copiaio Mining Company 23, Austin-friars 26. 1.
London Cauchott Company 27. 12.
Droitwich Salt Company 28, Lower Thames-street 27. 12.
Candonga Mining Company 28, Nicholas-lane 28. 1.
St. Hilary Copper Mining Company 29, Great St. Helen's 31. 1.
Arigna Iron and Coal Company 29, Liverpool-street August 1. 1.
Duke of Cornwall's Harbour London Tavern 2. 1.
West Cork Mining Company London Tavern 2. 1.
British Annuity Company 36, New Broad-street 2. 1.
Hibernian Mining Company 6, Austin-friars 3. 1.
London and Brighton Railway London Tavern 9. 1.
Birmingham and Derby Junction Deco's Hotel, Birmingham 9. 1.
Birmingham and Derby Junction Deco's Hotel, Birmingham 9. 1.

CALLS.

eadily seen, on reference to the average duty of steam-engines, for a series of years, compared with that which it has at present attained, while the prices of metals, although fluctuating, will also be found to have undergone no serious decline. If again that we look to the productive mines, to ascertain whether there has been any falling-off in the returns and profits of late, we have only to site the Consolidated Mines, Tresavean, Lanescot, and Fowey Consols, Levant, and Carn Brea, as being at this moment paying an annual profit of at least 200,000*l.* per annum.

The amazing produce of two or three mines which we may select, for the past six months, is astounding, and more so when it is considered that these mines are private adventures, but at the same time conducted with a strict regard to economy; and that in a majority of the cases the shares in the mine do not exceed 96 to 128. The contrast afforded by comparison with the numerous Scrip Companies, with their Boards of Directors, and their millions of shares, is too obvious to require comment. The returns from these mines have been as follows:—

Consolidated Mines....	9,459 tons.	Value £60,472 19 6
Fowey Consols.....	7,753 " "	44,203 13 6
Tresavean.....	6,223 " "	38,258 14 0
Levant	1,650 " "	22,764 10 0
Carn Brea.....	3,342 " "	20,000 2 6

Making a Total of .. 28,427 tons. Value £185,699 19 6

To these we might add Wheal Jewel, North and South Roscar, Great St. George, East Wheal Crofty, Relistian, and other mines, of which we shall give a tabular view in our next Number.

It is pleasing, however, to find that the apathy which generally prevailed some few years since, is daily being dispelled; and we trust that the day is not far distant, when a "SCHOOL OF MINES" will be established, as blending scientific attainments with practical knowledge, from whence we may expect an increase to our produce, and the reduction of the cost in obtaining it.

While progress is making in England in the successful working of mines, the Sister Isle, as we have already stated, affords strong evidence that it only requires enterprise and the application of capital to develop its mineral resources. We shall take a brief review of the operations of the past six months, and return to a subject, so interesting in itself, on an early occasion, when we shall endeavour to give in substance the results of such information as we have acquired with reference to mining pursuits in Ireland—a country which promises to yield as abundantly from its subterranean treasures, as it is proverbially rich from the fertility of its soil.

We have already noticed that the produce of the copper mines of Ireland in the last half year sold at Swansea amounted to 11,654 tons, yielding 75,449*l.* 3s. 6d., which, however, is but a small proportion of the minerals produced in that country from the working of mines, as not including the lead mines and coal districts with other deposits of mineral wealth. The report of the "Mining Company of Ireland," which appeared in our last Number, announced the profits in the past half-year as amounting to 10,772*l.* 11s. 6d.; the Knockmahon copper mines in the County of Waterford had alone given 3133 tons of ore, of an average produce of 10 per cent., yielding a profit of 892*l.* 1s. 1d., from which, however, was to be deducted 107*l.* 8s. 5d., expended in erecting additional machinery. The Slievardagh collieries had also yielded a profit of 2116*l.* 13s. 10d.—thus it is manifestly clear that from the results of this company alone, Ireland is fast progressing, and is engaging much of public attention. The "Allihies" mine is known to have given very large profits for a series of years; the "Ballymurtagh," "Cronbane," and "Tigrony," have also divided large dividends, and are continuing to do so, while other mines are daily developing themselves.

The coal district in the Queen's County has realised fortunes to the ORMONDE family, and to many private individuals engaged in its working, and promises to do so for years to come—at the same time, the collieries worked by the Arigna Company the Hibernian Company, and other undertakings prove that however abundantly Ireland may be supplied with turf as a fuel, that coal beds exist, although not proved to the extent or thickness, of the seams in England and Wales. The lead mines to which we briefly adverted as leaving a profit to the "Mining Company of Ireland," is not a solitary instance; the very large returns made by those in the county of Clare upon an insignificant outlay, and other mines to which we could refer (if space permitted us on the present occasion), afford corroborative proof that Ireland requires only the application of the motto of the "Mining Company of Ireland"—viz., "Industry, economy, and perseverance"—to ensure success.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols have, during the week, advanced fully $\frac{1}{2}$ per cent., attributable in some measure to the settlement of the account, which turned out to be a "Bear" one. Bank stock is a shade higher, and Exchequer Bills have been quoted as high as 82 pm., at which price they left off. India Bonds are somewhat higher than our quotations of last week, having been done at 81. In the foreign stocks, Belgian Scrip commands a premium of 21 $\frac{1}{2}$, with, however, but little business doing. Dutch 2½ per cents. are 34 per cent. better. In other funds, little or no variation.

The Share Market has not evinced much activity. Great Westerns, which were quoted at one period as low as 10 pm., have advanced 2½ per share. London and Brighton, after being done at 2½ discount, are now quoted 14. In London and Birmingham but little business or fluctuation. Mining Shares continue to excite but little attention, although accounts from the mining districts, both at home and abroad, are decidedly of favourable character. Several private undertakings are progressing, and money seems not wanting—it is confidence alone which requires to be restored.

Consols closed at 94½ per cent., and 94½ per cent. for account. The Three-and-a-Half per Cent. Reduced Annuities 102½ per cent., and the New Three-and-a-Half per Cent. 101½ per cent. Bank Stock 206½ per cent., and Exchequer Bills 80 82 pm.; and India Bonds 80 81 pm.

Portuguese Old Five per Cents 70½; New Ditto 36½; and the Three per Cents 24½. Spanish Bonds, with the May Coupons, 22½. Treasury Bonds 24, and Deferred 8½. Brazilian Bonds 80 ½. Colombian 27½. Peruvian 18. French Three per Cent. Rentes 80f. 25c. Belgian Bonds 103; the New Scrip 24 pm. Danish Bonds 75½. Dutch Two-and-a-Half per Cents 54½, the Old Fives 102½, and the New Loan 100½.

Great Western Railway Shares 12½ 13 pm.; Brighton 14 dis.; Blackwall 1½ dis.; Greenwich 4½ dis.; Southampton 7½ dis., ditto New 18 pm.; Croydon 4½ dis., and the New Scrip 1½ ¾ pm. Asphalt Shares are lower. Colonial Bank 2 pm., and Union Bank of Australia 5½ pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 94½ per cent.; Exchequer Bills, 80 82 premium; East India Bonds, 79 81 premium; Dutch Five per Cents, 102½ per cent.; Ditto Two-and-a-Half per Cents, 54½ 5½; Portuguese Five per Cents, 36½; Ditto Three per Cents, 24½. Railways:—Brighton, 14 dis.; Great Western, 12 13 premium; London and Birmingham, 80 82 premium; New, 23 24 premium; Southampton, 42 3 per share; New, 18 19 premium; York and North Midland, 24½ 1½ dis.

TAURUS, JULY 19.—Average standard, 106½. 0s. 0d.—Average due, 7½.—Average price, 5½. 4s. 0d.—Quantity of ore, 3215.—Quantity of fine copper, 240 tons 14 cwt.—Amount of money, 16,673½. 4s. 0d.—Average standard of last sale, 104½. 12s.—Produce, 8½.

LIVERPOOL SHARE MARKET, JULY 12.—Great Westerns have declined to 91. 10s. premium. Grand Junctions are in demand, 118. premium would be given for a lot; in other respects the market is extremely dull. 13.—Grand Junctions are still in demand, little else doing. 14.—Grand Junctions are still in demand at advanced prices; there are also several quotations in Bank Stock, in other respects the market is flat. 16.—There are buyers of Grand Junctions at 227½; also of London and Birmingham's at 77½ premium; there is nothing else doing. 17.—There has been very little doing to-day; the advanced prices of 229½ have been paid for Grand Junctions, and there remain buyers at that figure. 18.—The business transacted to-day has been very trifling.—*Gore's Liverpool Advertiser.*

BIRMINGHAM SHARE MARKET, JULY 18.—Shares in railway speculations have in general been less in favour with the public during the past week: the Grand Junction and Liverpool and Manchester have alone obtained a slight advance: few have been able to sustain our last quotations; but the mass have given way. Speculators look cool at Asphalt shares, although to be had on much better terms than a week ago. The following are the only quotations which it is requisite to give this week:—Birmingham Banking Company, 18½. 17s. 6d.; Birmingham and Midland, 29½. 5s.; Dudley and West Bromwich, 9½. 5s.; National Provincial Bank, 34½. 10s.; London and Birmingham, 170½; ditto, 4 shares, 88½. 10s.; Grand Junction, 229½; Great Western, 77½. 10s.; Birmingham and Derby, 33½; Birmingham and Gloucester, 10½; Midland Counties, 23½; North Midland, 38½. 10s.; Leeds and Manchester, 46½; Eastern Counties, 5½. 5s.; Bristol and Exeter, 9½. 10s.; London and Greenwich Railway, 15½; Birmingham and Liverpool Junction, 24½. 10s.; Dudley, 85½. 10s.; Grand Junction, 202½. 10s.; Stourbridge, 360½; Leicester and Northampton, 92½; Leicester Canals, 22½.

METAL TRADE.—There has been a little more doing in the Metal Market this week; and, with the exception of tin, prices are firm at our last quotations, viz.:—Copper, 88½. 90½. 92½; speleer, 21½ to 22½, with a shortness of supply. Tin has gone down to 86½ for common blocks, 88½ for bars, and 91½ refined.—*Birmingham Advertiser.*

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past week, ending the 17th instant, was as follows:—Silver coin to Rotterdam, 25,432 oz.

MINING CORRESPONDENCE

ENGLISH MINES.

TRELEIGH CONSOLS MINING COMPANY.

This week we have been very busy altering the pitwork in the engine-shaft and repairing a breakage at Williams's; during which time, the water being at Shauger, nothing could be done in the bottom levels, which are unaltered since my last report. The twenty fathom level, on the north lode, is improved, and leaving ground that will work on tribute. Christon levels have a promising appearance: in the thirty east we have a good leader of ore, and the lode is large. The end west, at this level, is not without ore, and a promising lode two feet wide. The twenty fathom level west continues good, having the lode west of the fluecan, which appears settled, and we may hope to have good returns; the present end is worth 6*l.* per fathom for ore.

W. SINCOCK.

BRITISH TIN MINING COMPANY.

July 16.—Roberts's shaft is cut down to the twelve fathom level. We are just now driving to get under the old men's workings, by six men, at 47s. 6d. per fathom. We have intersected the supposed lode at the twelve fathom, and find it very poor: this place is suspended till we find the old men's bottoms at the shallow level. *Trelavor Adit.*—This level before us is still full of deads. We found this week in the attig a very good stone of tin, which I hope will lead us to a lode of the same quality.

J. BRAY.

GWINNEAR MINING COMPANY.

July 10.—Black tin sold: three and a half tons, at 47½. 7s. 6d.—165½. 6s. 3d.; half oito, at 37½. 18s. 3d. Total, 183½. 16s. 3d.

July 14.—*Thirty Fathom Level West.*—Ground improved, with some stones of tin. *Winze* (in bottom of twenty fathom level).—Lode two feet wide, good tin: in the stopes in back of said level the lode is one foot wide, producing good tin. *Winze* (in bottom of ten fathom level).—Lode one foot wide, good tin: in the back of said level the lode is eight inches wide—good tin.

C. H. RICHARDS.

ST. HILARY MINING COMPANY.

July 14.—*Seventy Fathom Level West.*—Lode fourteen inches wide, with good stones of ore. *Seventy Fathom Level East.*—Lode ten inches wide, composed of ore and spar: the stopes in back of said level the lode is twelve inches wide, producing good ore. *Sixty Fathom Level East.*—Lode two feet wide, no alteration. *Sixty Fathom Level West.*—Lode eight inches wide, with stones of ore. The tributaries are doing well.

C. H. RICHARDS.

TINCROFT MINING COMPANY.

July 11.—I beg to say that the lode in the 100 continues to look well; it is rather improved since last week. The pitch in the back of this level, working at 5s. tribute, has also improved during the last day or two. The ninety end has a very kindly appearance for tin; no doubt but we shall have a good lode in this end in a short time. The lode in the eighty-one end continues quite as well for copper as reported in my last. The winze sinking under the seventy-two is producing saving work for tin. This winze will be communicated to the pitch from the back of the eighty-one in about a week, when we shall resume driving the seventy-two east again, as before. The 132 is looking very promising for copper; other places continue much the same as usual; on the whole, our prospects are improving.

W. PAUL.

POLBRENN MINING COMPANY.

July 14.—Herewith I beg to hand you the following by way of report:—We have not yet cut the south lode in the cross-cut driving south from Stansby's engine-shaft, twenty-five fathom level—the ground is moderate for driving. At the twenty two fathom level driving west, on Dorcas's lode, Vice's shaft, it is small, but rich for tin; and on driving east, on the same lode at this level, it is precisely of the same character as stated in the western end. Bow and Butt's lode, at this level (twenty-two), is about four inches wide, producing tolerable work, both in driving, east and west of the cross-course. About a fortnight since we agreed to sink a short distance below this level, on Dorcas's lode, and which, by the aid of hand pumps, we have effected to the depth of about nine feet for two fathoms in length, and we find the lode to be about ten inches wide, exceedingly rich, or, in other words, a good course of tin: having such a prospect, we purpose again to sink the Flat-rode-engine-shaft another ten fathoms deeper, the water being so quick on the lode it is not practicable to go very little deeper. At the twelve fathom level driving west of Williams's shaft the ground is very hard; and the Dowlright, on Dorcas's, lode small, but not without tin. Our tribute pithes are looking moderately well, the men working diligently, and most of them we expect are getting good wages. On Wednesday next we calculate on carrying to the smelting-house about seven tons of black tin.

R. ROWE.

EAST WHEAL STRAWBERRY MINING COMPANY.

July 16.—The water at Orchard would have been in fork in the middle of last week, but an accident happening to the axle of the angle bob caused a suspension of about eight hours to the engine, and threw us on to Saturday before the water was drained from the bottom level; this circumstance prevented us from examining the twenty-three fathom level at Trewithen as we intended. At Hopet's we have pursued our work, and cleared the cross-cut forth to Boundary, and run through the winze to the eleven fathom level, thereby obtaining air, which enables us to go on with the clearing of the level towards Boundary shaft, which is west about forty fathoms, but in consequence of the former party having stripped this level of tribute, on their abandoning the mine, we cannot advance more than eight fathoms west for the present, which we have set to be cleared at 1*l.* per fathom. Judging from the best information we are enabled to obtain, we are induced to think that we shall have from twelve to thirteen fathoms to clear to effect a communication with Boundary shaft, but the same difficulty we shall not have to combat in going eastward, as we can now see several fathoms over the water, but we do not consider it would be prudent to set pitches until we have more of this level cleared, as the tumpmen and tributaries would obstruct each other. At Orchard we are now raising more tin stuff than our water stamps can return, and are advancing with the requisite alterations of the fire stamps as fast as we can.

F. EVANS.

WHEAL SISTERS MINING COMPANY.

July 14.—Since my last report we have driven about three fathoms east, and from Wall's shaft, about four fathoms below the adit, have had a kindly lode, with good stones of silver ore, but nothing regular. I have been obliged to abandon this place, owing to the water being up to the adit. I shall set the adit to drive east on Monday.

J. COCKING.

QUEEN'S MINING COMPANY.

June 18.—Since the commencement of our operations we have sunk a shaft (about the centre of the sett) ten fathoms deep, and are in this place driving north and south to cut two lodes, and expect in a fortnight to intersect each of them; one of these lodes we passed through underlaying north, at a depth from surface only about twelve feet, and broke some very unusual rich stones of tin; the strata I consider in this place is quite congenial to that mineral; this is one of the lodes which we shall intersect, as named above, in a fortnight. We are also sinking another shaft towards the western part of the sett, and are down twelve fathoms; we calculate to sink altogether in this place about twenty-eight fathoms, when we anticipate to find some very good tributary ground; such, however, is the report, and I am strongly of opinion that we shall not be deceived, as the very strata in which we are sinking is impregnated with tin. In another part of the mine we are driving a shallow level ten fathoms, for the purpose of cutting some tin branches, and suppose we have about twelve fathoms more to drive; the price given is 4*s.* per fathom. We have also two men just gone to work on their own account, to sink a shaft from surface to a fixed depth, at 15*s.* in 1*l.* (tributaries). We have been also building a small carpenter's shop, with a little hut or room in one end for the captain and materials. I have only to say that I entertain the highest opinion of our little undertaking, and I do not doubt we shall very soon be able to make satisfactory returns. I am well pleased with the appearances altogether.

R. ROWE.

CORNUBIAN MINE.

Chiverton July 17.—Our eight fathom level, on the Chiverton lode, still looks well; we have a good lode in this level. Our twenty-four fathom level east, on Chiverton lode, is looking kindly, but not rich: the same level east, on the west counter, the lode is large and very promising; good stones of lead sometimes, and in full expectation of having a good lode there soon. Our thirty-two fathom level west, on the Chiverton lode, appears to be improving, and it is in a fine strata of ground. We have a very good lode in one of our pitches between the twenty-four fathom level and the sixteen fathom level, about six fathoms west of old engine-shaft. We have now dressed about fifteen tons of lead (besides the twenty-two tons that are sampled), and about twelve tons undressed. Our tributaries have not drawn to surface scarce any work since setting day, but there are several tons broke underground.

JOHN BORLASE.

TAMAR SILVER LEAD MINING COMPANY.

July 16.—The lode in the south end, at the bottom level, still produces silver lead ores, and continues of the same size. The winze in the 12½ fathom level, north of the shaft, is sunk about five fathoms. In the south end, at the 10½ fathom level, the lode is about a foot and a half wide, producing silver lead ores. In driving the ninety-five fathom level south, the lode is about a foot and a half wide, producing saving work. In the south end, at the eighty-five fathom level, the ground is more favourable for driving, and there is a very kindly lode, about a foot big, yielding good and saving work. At North Tamar the shaft is sunk about eight fathoms. In reference to the tribute department the men are working well, and I consider will be well paid for their hard labour. We shall sample on or about Monday next, about forty-eight tons of silver lead ores.

MARK JAMES.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, July 16.—In driving south on the lead lode, at the forty fathom level, the character of the lode is particularly promising, but not rich at present; about one foot big, chiefly composed of muriac and quartz, with a little silver lead ores. At the fifty

FOREIGN MINES.

CANDONGA MINING COMPANY.

April 21.—*Mina de Pedra Bottons.*—A slight improvement has taken place in the appearance of the lode; about eight or ten days back; I took a good sample from a place in the bottoms, but being obliged to wait until a stop was brought into this spot, our returns have still continued slight; however, a few days will determine whether it will make any thing or otherwise.

Mina Mestre Shafu (Moore's Level).—The ground is less favourable than last week.

Whitford's Winze.—Communicated with the bottoms last night.

Deep Adit.—The communication of the two levels was accomplished on the 19th, the old level has fallen in in one or more places, and there will not be a circulation of air for a few days, until cleared; this old level is, and has been close for a long time.

May 1.—*Mina de Pedra Bottons.*—The works have been carried on by the usual number of men through the month; at present there is gold to be seen in the stopes, and on the whole, appearances are far better than at any other period since my last monthly report.

Moore's Level.—Eleven fathoms four feet have been driven, since which, the men have cut ground for a winze, and sunk three fathoms two feet.

Whitford's Winze.—In our progress towards the bottoms five fathoms five feet have been driven during the month.

Deep Adit.—The communication between the two levels being effected, it was found necessary to re-pile the old one in many places, by this junction we have now the advantage of fresh air, which enables us to carry on our workings with greater vigour; we have driven eighteen fathoms three feet for the mouth.

Gold report from 3d April to 2d May, 10 lbs. 3 oz. 12 dwt. 16 grs.

COLOMBIAN MINING ASSOCIATION.

Mine Officer's Report for March.

Supia District.—*Raising of Ore.*—Nothing particular has been discovered this month; 521 tons of ore have been raised. In my report for January, I stat'd that we might raise from 600 to 650 tons per month (in my opinion of good clean ore); we have raised 2050 tons, which will average for the first quarter a few tons more per month than the estimate. Now that we have erected two strokes at Candal, we can send the mineral to the mills in a cleaner state.

Cruzada Lode.—*Junction in the Cascabel Quebrada.*—After we had driven eleven fathoms two feet in small branches, we cut the north wall of the junction, and have driven twelve fathoms more west. The ground has been very favourable for driving, and still continues so, and the lode very promising; many small branches of ore, from six to ten inches in width of clean mineral are cut, and at the end of the month the end of this level was full of good branches. The air is confined, but I think we can drive some fathoms more before we commence a new rise; after we have good air we shall drive a diagonal cross-cut south from the end, to cut the whole junction between the walls. I now send you a ground plan and longitudinal section of the Cruzada, Candal, and San Antonio lodes, which will be found useful for reference. This cross-cut and level is marked No. 2.

Salto.—*Ninety Fathom Level* (Western end).—Although the ground has improved, there is no appearance of mineral, and for that reason we have discontinued this end.

Bodmer's Rise, in the back of the Eighty-five Fathom Level.—The lode in this rise is split into two branches; the first goes to the old workings, and is worked away in the back of the eighty-five fathom level; the second, farther south, has a flatter underlie than the first, and has very fair ore about eight inches in width.

O'd Level (No. 53).—The bottom of the sink No. 54, in this level, is five fathoms two feet higher than the eighty-five fathom level; the lode is split two fathoms; west of the sink a good nest of ore is to be seen about sixteen inches in width (all the workings below this old level, No. 53). I have marked in the section the ground taken away by former workers, but I am not certain how deep the arches of ground go.

Eighty-five Fathom Level, back stope, East of Bodmer's Rise.—We have cut good mineral of the same quality as seen in the old level, No. 53, and hope that this ore may continue upwards. The end of the old level, No. 53, is very poor, the lode has a flat underlie and large irregular spaces are found in the level, and I think that this branch is the same as we have cut in Bodmer's rise.

New Rise, in the back of the Eighty Fathom Level.—The ground hard but favourable; small ore is to be seen in the end—the works go on, but I cannot tell how soon we may make communication with the old workings.

Stopes.—*Stop No. 80* is discontinued; the lode small, hard, and poor.

San José Level, back stope, East of Bodmer's Rise, and East of San Vicente's Rise.—This arch of ground will give us for some time very good clean ore; the width of the mineral is from two and a half to three feet. Some nests of ore near the old workings are found of decomposed blonde, mixed with pyrites, and looks by candlelight very much like grey copper ore; it is very fine and rich. The ground is very heavy and requires a great deal of good timber.

Stop No. 38, in the back of the eighty-five fathom level, is discontinued.

The Ninety Fathom Level, and One Hundred Fathom Level, back stope, both East of Bodmer's Rise.—These arches of ground will give us for some time very good clean ore; the width of the mineral is from two and a half to three feet. Some nests of ore near the old workings are found of decomposed blonde, mixed with pyrites, and looks by candlelight very much like grey copper ore; it is very fine and rich. The ground is very heavy and requires a great deal of good timber.

Patacon or San Antonio Lode.—*Deep Cruzada Adit Cross-cut, South to the Patacon Lode.*—The rock very hard and difficult to break.

Patacon Sink, No. 11.—We have sunk this month one fathom three feet in favourable ground, but a great influx of water has taken place, and we were obliged to use pumps in the sink. The lode is about three feet in width, of fair mineral. I think we can sink some fathoms more when we have a better pump.

The Candal Lode we have proved to a great depth, and the deepest workings are deeper than the cross-cut No. 2 on the junction, in the Cascabel Quebrada. The Hermencijido level, on the Candal lode, is deeper than the Cruzada Deep Adit, No. 3; from this station we have received a great number of tons of very fair mineral. The San Pedro level is nine fathoms deeper than this level, and we have broken good mineral, and some good arches of ground are still standing of good ore. Trewartha's Candal Adit is twelve fathoms deeper than San Pedro's level; it has turned out in depth very fair, and I have great hopes that the Salto, Patacon, and Cascabel lodes will do the same, but we require to drive a great number of fathoms west before we come to points of one that we have proved in the higher stations, yet I expect they will be found deeper.

San Nicolas Cross-cut to the Candal Lode No. 21.—In the end of the month we cut here a branch of clean mineral eight inches in width, a great deal of water came out of the end, and I am afraid the rock may become a great deal harder.

Dunstone's Cross-cut Winze, No. 1.—In the middle of the past month we made a communication with the rise No. 1, situated in the Cruzada cross-cut, north-east level. This communication has given us free air, and now we can work away the mineral.

Dunstone's Cross-cut, North-East End, No. 35.—The rock is very hard and difficult for breaking; the mineral about ten inches in width, of fair quality. We intend to drive some fathoms further east, and we can very soon make a communication with the cross-cut No. 2, in Cruzada cross-cut, north-east level. The mineral is very promising, but the rock is hard.

Trewartha's Deep Candal Adit.—The air is very bad, but I think we shall be able to drive our fathoms more west, and make a communication with the winze No. 11, situated in San Pedro's level; the rock is hard.

Miners employed, Natives, 53; Europeans, 9.—Total, 92. Ore raised, 52½ tons.

MINAS GERAES MINING COMPANY.

Morro das Almas, April 24.—The proceedings in the mine continue without any alteration since my last, consisting of sinking the new sump, and stopping from both sides of the two sums. The produce appears to be at a similar rate to that of the last ten days, considering that we had only thirteen heads at an average working, and the cover gold not being included, which will be taken into account at the end of the month.

Produce from 14th to 24th April:—3 lb. 3 oz. 15 dwt. 13 grs.

May 4.—The quantity of ore extracted during the last month amounted only to 8446 cubic feet, or 331½ tons. Summary of the diary of the reduction during the month of April, compared with the preceding month:—

Average No. of heads at work.	Quantity of ore stamped.	Per ton of ore stamped.	Produce.	ore.
Tons.	Lbs. oz. dwt. grs.	grs.		
April..... 14	331½	10 9 3 23	187	
March.... 13½	376½	9 1 15 10	140	—oil from the sink and stopes.

The contents of the ore has somewhat improved during the month of April by forty-seven grains, but we have not stamped as large a quantity, owing partly to a greater existence of quartz in the bed, and the diminution of water-power, and, consequently, a slower motion of the stamps.

BRAZILIAN COMPANY.

Cata Branca, April 29.—The continued bad gold reports will, perhaps, induce you to ask why, since the surface lode yields so poorly, we do not work the bottoms. I beg to say that the observation in my late letters, as to the quantity of earth gone to the stamps, still holds good, so that I do not yet feel sure that the stone is bad; but, independently of this, I do not deem it prudent to work generally over the bottoms until more timber is put in, upon which service every applicable hand is employed.

May 9.—The gold report is still short of its mark, and will be so, most likely, until we get fairly back to, and at the bottom of No. 4. You are aware that this sink has never been seen; I have no doubt we shall find it another *Olho*—it has all the characteristics of the others, and I have already

seen, in a line running into it, as rich stones as have come from any of them. If, when I feel we have fairly the lode, unmixed with country, it does not yield a proper return, I shall immediately have recourse to the bottoms, where we are in the meanwhile putting timbers in such parts as seem most to require it. I intend to put in a stull the whole length of the principal workings. This will be done from time to time, as wood can be procured; and, I am happy to say, that having a strong addition to our force in Captain Williams, and some ten miners whom I have been able to secure from Conceição, I hope to have all very soon in excellent order. The falling short of hours' stamping arose from my finding it necessary to shift three pieces in No. 10 stull. I have only further to inform you, that I sent to Rio for shipment, on the 6th inst., 87 marks 5 oits. 43 grs., being the produce from 3d March to 4th May inclusive. (Arrived per *Skylark* packet).

May 14.—The gold return, considering all things, I am satisfied with, and Friday's produce, almost entirely from the surface, is fully up to the mark. I told you in my last I had already seen some rich stones in a line running longitudinally through the surface lode, and that I doubted not the sink No. 4 was another "*Olho*." I feel more sure that such is the case, for, after a careful examination of the bottoms, I find that south-east of the two cross-courses, which fall into the sink above, and which hold down, the ground is considerably softer, and samples rich. I hope this week will further prove my opinion to be correct.

We are now enjoying beautiful weather, and have a fair body of artificers, who would, could we but get the timber in, make light work of the new engine; but nothing will move the Brazilian cartmen from their usual lazy habits. We have commenced stopping from the shaft to-day, and I shall keep it separate, as I shall do that from a winze which I have likewise begun to-day on the soft vein already alluded to at No. 7 stope, with a view to driving, when at the depth to meet the deep level, conceiving such will be the quicker mode of bringing the tramroad into the centre of our workings. These both shall be stamped by themselves for your satisfaction; I do not doubt either, and you will please to observe that the opening out at No. 7 is a new feature.

W. COTESWORTH.

Gold return from 21st April to 11th May—21 lb. 6dwt. 7 grs.

The following letter relates to *Conceição*:

Cata Branca, May 9.—I have resolved on immediately reducing every possible expense consistently with the carrying forward the one main and principal object, namely, the reaching the fundo. I have addressed Captain Scott, fully detailing my views, which were, that all except [Captain Bryant and enough miners, with a correspondent force of artificers for the purpose of pushing the level from Paula Santo's shaft to cut the fundo, should be sent forward to this establishment immediately; unless, on his giving the subject his best consideration, he thought, under the circumstances, any other course more for the interests of the company, in which case I desired he would let us know, that I might decide. In reply, Captain Scott informed me that, fully agreeing with my views, he had that day sent on Capt. Williams and five miners for *Cata Branca*, and that immediately on the return of the animals, as many more should follow as he considered could be spared, keeping in view the duties to be performed.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, May 4.—The supply of stone during the past month has been considerably deficient, principally on account of the holidays. We lost five days' stamping during the month, but we are now getting on clear again, and I hope to stamp, through the Sunday, without working on that day. The produce for April is 4880 oitavas, but is only the produce of twenty-five days' stamping, or nearly forty heads for the whole month. There are considerable arrears of sand, estimated to contain about 1500 oitavas of gold.

IMPERIAL BRAZILIAN MINING COMPANY.

May 14.—In twelve days, between fifty-nine and sixty lbs., down to May 12.

ON A RECENT PROMOTION.

"Ferro, non auro, res agitur."

When Rome bought a truce from the Gauls, we are told That old Brennus, the Chief of the Horde,

Swore he'd settle the balance with iron, not gold,

And he weighed down the scales with his sword.

Our new man of mettle, more wisely we find,

Has not yet drawn his sword in the wars;

But the scales of Court favour has silily inclined

By the weight of his "pigs" and his "bars."

—Merthyr Guardian.

NEW GRENADA.

In addition to the various measures progressively carried into effect by the Congress and Government of New Grenada for the improvement of the country, such as new roads, the increase of schools, &c., we perceive with pleasure that a very important step is about to be adopted by the government to prepare the people for banking establishments. The whole of the commercial and agricultural dealings of that extensive state have been carried on hitherto with no other medium of circulation than gold and silver, which has been attended with great inconvenience and expense, and thus the means of developing its natural resources and riches have been cramped and totally inadequate to the purpose. The particulars of this intended measure are detailed in the Bogota papers of the 8th and 15th April, by which it is proposed to issue Treasury notes from 5 to 100 dollars in value for the amount of the specie actually in the Treasury, and which notes are to be payable to bearer on demand. A commission of management is to be appointed, and made responsible, by the loss of appointment, &c., if more notes are issued than are represented by the specie on hand, or in failing to pay any note in cash on presentation.

The articles on this plan, of laying the groundwork for the present and other banking operations to which they may lead, are of great length, and we have only room for the following extract:—

"The general treasury will give notice every three months, or every month, to the government, of the effective and probable receipts into the treasuries both of the capital and provinces; and on this notice the executive may authorise the issue of a certain sum of notes.

"The commissioners of the treasury being held responsible for these issues, and knowing that on the day they fail to pay at sight any note their reputation will not only be at stake, but the act a sufficient motive for the loss of their situations."

The heavy expense of insurance, &c., on remitting specie to distant places will thus be obviated, and great facility afforded for the increase of the trade and revenues of New Grenada. This plan is to be further extended by issuing notes for the interest on the home debt, at any time, in anticipation of the coming half-yearly dividend, one-half per cent. discount per month to be allowed to the government. It is proposed to issue notes on the present surplus of 1,042,185 dollars in the Treasury, until appropriated agreeably to the law on public credit.

Great advantages are also expected to be derived by the introduction of steam-boats on the rivers; and we may here mention the fact that Señor Francisco Montoya is on the eve of leaving England with two new iron steam-boats of 100-horse power each, not drawing more than three feet water, and, therefore, perfectly adapted for the river Magdalena, in the navigation of which they are to be employed.

JOINT-STOCK COMPANIES.

Remarking upon the clandestine powers obtained in some cases under Act of Parliament, by joint-stock companies, a contemporary observes—

"It is reported that in one of these speculative companies not only was the project magnificently secured by stipulations thus introduced into the deed, but one of the directors bargained for, and in like manner was secured, the uncontrolled disposal or laying out professionally on behalf of the company of a sum varying from 50,000*l.* to 100,000*l.* So deeply, it is said, was one of the directors, and that the one of largest property, struck with the nature of these exorbitant and unprincipled contracts, that he could never be prevailed upon, and has not yet signed the deed of settlement to this day.

It is sufficiently clear that shareholders, and indeed the public at large, should be protected from this sort of clandestine imposture. In the amendments recently proposed of the French laws for joint-stock and other associations, there were some provisions to meet this sort of evil worthy of attention.

It was suggested that after the distribution of the shares the shareholders should be under no obligation to pay the calls upon them or accept them until after a general meeting, which it was to be imperative upon the projectors to summon within a given time. All the conditions of the undertaking were then to be stated without reserve and discussed, and dissentients to have the option to withdraw. The directors, one and all, were there and then to be chosen from among the proprietors; no reserved shares, no bonuses of any sort divisible among interested parties, were to be tolerated, excepting by common consent. The deed of association was to be drawn up in conformity. The interest of projectors was to be limited to the means contributed or shares taken, unless where the justice of the claim was acknowledged. They were not to be allowed to constitute themselves sole and irresponsible managers. If the enterprise was founded upon property to be purchased, as in the case of iron works, mines, &c., such property was to be valued upon the part of the shareholders by appraisers duly qualified and appointed, and no condition, secret or avowed, to be valid, unless subjected to these tests. Thus fraud or circumvention would be impracticable, unless in the impossible case of the whole body of shareholders becoming, knowingly, parties to their disadvantage."

ORIGINAL CORRESPONDENCE.

PREVENTION OF SMOKE.

TO THE EDITOR OF THE EDINBURGH OBSERVER.

Sir,—A few weeks ago, I took the liberty of requesting you to insert in your paper some remarks regarding the smoke-consuming apparatus of Mr. Ivison, at the silk mills, Fountain Bridge, and promised to draw the attention of your readers again to the subject, after the plans were matured. Since then considerable changes and improvements have been made on the apparatus, by which, while they secure, as before, the complete combustion of the fuel, and of course entirely prevent smoke, have tended materially to increase the heat and convenient saving of fuel. Different statements have been given by scientific and practical men with regard to the quantity of water which can be evaporated by coal, and which is the means generally resorted to for ascertaining the heat which can be applied for practical purposes—of course this must depend greatly on the quality of the coal, and also on the construction of the apparatus

AND COMMERCIAL GAZETTE.

MISCELLANEA.

SUB-MARINE AND WRECK WEIGHING ASSOCIATION.—It will be in the recollection of our readers that a company has lately been formed for the raising of sub-marine wrecks, and the recovery of valuable property therefrom; we are informed that the method intended to be adopted by the association for recovering sunken property, and also for affording assistance to vessels in distress, whereby they will be prevented becoming wrecks, is upon the principle so successfully employed by Mr. William Bush, in raising the *Nimble* cutter from off that dangerous situation the Norton Sands, on the 9th July, 1837, and taking her safely into Lowestoft. And on the 9th of the following month raising the Prussian galion, *Tucher*, of 210 tons, deeply laden with corn (sunk off Wolton naze, in four fathoms water), and taking her into Harwich harbour, where the vessel and cargo were sold for the benefit of the underwriters. The association is stated to have entered into arrangements with the owners of perishable property sunk to the amount of half a million, and they will proceed to raise the same immediately sufficient funds are subscribed enable them to fit out vessels with the necessary apparatus for that purpose.—For a more detailed account of the prospects of this undertaking we refer to their prospectus, inserted in our advertising columns.

ACCIDENTS BY STEAM MACHINERY.—With a commendable anxiety for the preservation of human life, as well as for the non-obstruction of the greatest discovery of modern times, Sir Robert Peel has suggested that a competent board, or other medium, should be adopted, for examining and inquiring into the state of steam machinery, so as to prevent the recurrence of the many accidents which are so frequently occurring. The right hon. baronet also suggests, that with the view of making the benefit general, communications upon this interesting subject should be made with the governments of France and America.

FRANC PATENTS.—No fewer than 380 patents for new inventions, improvements, &c., have been taken out in Paris within the months of January, February, and March. About four patents per day, including Sundays! Surely the march of intellect is at full gallop.

SCIENCE IN TURKEY.—The celebrated Professor Ritter has just returned to Berlin from his travels in the east, and among the facts of minor importance which he relates is one which cannot fail to excite a smile. The scientific instruments which are so often presented to the Sultan are by him distributed indiscriminately in equal portions, without any reference to the purposes for which they are intended; thus the school of surgery frequently receives mathematical instruments, while the military schools are honoured with those intended for surgical operations.—*Athenaeum*.

COAL TRADE.—We feel much pleasure in stating that the Monmouthshire Iron and Coal Company have commenced shipping coals from their own collieries. The first cargo was shipped on Tuesday last. The following is an account of coal and iron brought down the tramroad in the week ending 7th July:—Coal, 8202 tons; Iron, 645.—*Monmouthshire Merlin*.—We are very glad to hear that the coal trade is now a little better than it has been for some time past; still, without a further reduction in price here of two shillings per wagon, the port must continue nearly stationary in the amount of its exports, whilst other places will be found rapidly increasing in prosperity and wealth.—*Whitehaven Herald*.

COALS IN LINCOLNSHIRE.—Reports are in circulation that shafts have been sunk for coal at Messingham, near Scotter, and also on Netleton Moor, near Caistor, part of the property of Sir Culling Smith, sheriff of the county. What precise degree of truth there is in the reports, or what extent of success has attended these attempts, if made, we are not able to say. Geologists universally affirm that coals will never be found worth the working in Lincolnshire. We shall be happy to see their prophecies contradicted.—*Lincoln Mercury*.

EXPORT OF MACHINERY TO THE CONTINENT.—It is stated that an establishment at Hull last week exported machinery to the Continent of the value of 10,000.—*Mercury Guardian*.

ENORMOUS PLATES OF IRON.—There are in Messss. Fawcett, Preston, and Co.'s yard, London, two plates of iron, which are said to be the largest ever made. They measure 10 ft. 7 inches long, 5 feet 1 inch wide, 7-16ths of an inch thick, and weigh between 7 and 8 cwt. They are intended for the bottom plates of two steam generators on Mr. Howard's plan, and were made by the Colebrook Dale Iron Company, Shropshire, who, we are informed, are the only company in Britain (we may say in the world) that can make plates of this size, or even approaching it.

ASPHALTE.—It has been determined to lay the Long-room at the Liverpool Custom House with asphalt. This composition seems to be better adapted for the floors of buildings than for streets.—*Globe's Liverpool Advertiser*.

SULPHUR.—**PALERMO, JUNE 26.**—Transactions in sulphur have of late undergone many fluctuations, and now that the trade is likely to become a monopoly, its price has considerably advanced. Buyers are numerous, in consequence of the last advices received from England and France. Our harbours are full of vessels, coming to take in cargoes of that article, of which 100,000 centaria have been already shipped, free of export duties.—*Augsburg Gazette*.

SUBMARINE VOLCANO.—On the 25th of last November, the captain and passengers of the brig *Cesar* from Havre, on passing the bank of Bahama, saw an enormous fire which increased till it had tinged the whole of the sky and part of the horizon. It was kept in sight for four hours, and could only be accounted for as proceeding from a submarine volcano. On the 3d of January the captain of the *Sylphide*, also from Havre, being on the same spot, found the sea disturbed and whitish in colour, which he attributed to the same cause. To these notices, conveyed to the French Academy of Sciences, M. Moreau de Joannés, adds, that on the 30th of the same December, an earthquake took place at Martinique. The shock was violent, and the heat very great.

NEW INK.—M. Cannaet declares that he has obtained a very beautiful black ink, of easy preparation, from the flowers of the Iris.—*Athenaeum*.

THE GORGON STEAM FRIGATE.—On the 2d inst., the steam frigate *Gorgon* made an experimental cruise down the river to Gravesend, and back, with Lord Minto and other Lords of the Admiralty, and a number of naval and scientific gentlemen on board. The vessel proceeded down the river in gallant style, and notwithstanding her immense bulk and her draught of water, thirteen feet forwards, and fourteen feet six inches abaft, she speedily attained a velocity through the water of eleven and a quarter miles per hour, the engines making nineteen and a half strokes per minute; and yet with this great speed there was not the least sensible vibration on board; a tumbler of water placed on the taffrail, as well as on the paddle beam, right over the engines, remained undisturbed. The total freedom from vibration or concussion in this ship, may be attributed to two important causes; first, to the judicious and excellent plan adopted by the surveyor of the navy in the construction, by which this vessel may be said to be from stem to stern like one solid piece of timber, so admirably is she fastened and secured; and, secondly, to the important improvement adopted in the engines, whereby a mass of moving material of forty-five tons weight is dispensed with, and the energy of the piston is at once carried to the paddle-shafts, and the whole force of action and reaction confined within the base of the cylinder upon which the engine stands. The *Gorgon* proceeded at once to the Mile Ground, as it is termed, in Long Reach, when, after four trials, two with the tide and two against it, the average was found to be as above stated, eleven and a quarter miles per hour, through still water. Their lordships then proceeded to Gravesend, where they had ample opportunity of witnessing the ease with which this splendid ship was worked: her steerage was perfect, one man at the wheel being sufficient for all ordinary purposes. She was turned round repeatedly in the river in about four times her own length, occupying in the evolution from two and a quarter to two and a half minutes. On her voyage down she easily passed all competitors, except the Gravesend clippers; and on her return from Long Reach, she overtook the *Albion* river steamer, and in a run of one hour and a quarter passed her, and gained two miles upon her between Gravesend and Woolwich, where she finally arrived at five o'clock. The consumption of fuel, ascertained by weighing, was one ton of Welsh coals per hour, equal to seven pounds per horse per hour at full speed—of course, when under canvas, or when going slow with head winds, the consumption will be considerably less.

The coal-boxes, holding 400 tons of coals in the engine room, will be sufficient for seventeen days' consumption at full speed; ten days more coal may be occasionally stowed in the fore and after hold, making, in the whole, fuel for twenty-seven days. This, at an average speed of nine miles, will carry her a distance of 5800 miles by steam alone. This steam frigate will carry, besides the crew, 1000 troops, with stores and provisions for two months.—*Mech. Mag.*

GOLD AND SILVER.

Foreign Gold in Bars (standard) per oz. £3 17 9
Foreign Gold in Coin, Spanish Doubloons 8 14 0
Silver in Bars (standard) 0 4 11

METEOROLOGICAL JOURNAL, 1838.

July	Thermometer.	Bromometer.	July	Thermometer.	Bromometer.
Thursday, 12	59 to 78	30.60 to Stat.	Monday, 16	52 to 71	29.94 to 29.98
Friday, 13	58 80	29.96 to 29.90	Tuesday, 17	48 70	30.14 to 29.98
Saturday, 14	59 67	29.74 to 29.61	Wednesday, 18	58 69	29.98 to 29.17
Sunday, 15	56 70	29.66 to 29.80	Wind S. W.		

Except the 14th, and morning of the 15th, generally clear; rain on the 14th and following day.
Rain fallen, 45 of an inch.

CHARLES HENRY ADAMS.

PURCHASES OF COPPER ORES AT REDRUTH,

JULY 12.

Purchaser.	Mines.	Tons.	Total	Price.	Amount.	Total Amount
MINES ROYAL	Carnbrea	40	4 0 6	£61 0 0	£61 0 0	
1.	Wheal Friendship	81	5 13 6	459 13 6		
	Wheal Prosper	24	4 14 6	173 5 0		
	Wheal Trewavas.	20	12 7 0	296 8 0		
	Wheal Providence	54	5 1 6	243 10 0		
	Wheal Harmony.	39	5 2 0	183 12 0		
	Wheal Buller	56	7 12 6	427 0 0		
	Wheal Trewavas.	33	5 12 6	185 12 6		
	Wheal Providence	23	4 7 0	123 13 6		
	Wheal Marazion	50	4 14 6	249 2 0		
	Wheal Providence	39	8 13 6	338 6 6		
	Wheal Harmony.	22	14 5 6	180 17 3		
	Wheal Marazion	32	9 2 6	301 3 9		
	Wheal Marazion	23	5 15 0	132 5 0		
2. VIVIAN AND SONS.	Carnbrea	32	1 15 0	56 0 0	56 0 0	
	Wheal Friendship	36	6 4 6	239 13 3		
	Wheal Speed	50	7 12 0	516 16 0		
	Wheal Speed	48	4 14 6	173 5 0		
	Wheal Speed	50	6 17 0	548 0 0		
	Wheal Marazion	104	3 2 0	322 8 0		
	Wheal Marazion	31	6 19 6	216 4 6		
	Wheal Marazion	50	7 17 6	493 15 0		
	Wheal Marazion	39	8 10 6	332 9 6		
	Wheal Marazion	11	1 17 0	29 7 0		
	Wheal Marazion	104	1 12 0	51 4 0		
	Wheal Marazion	43	10 13 6	459 0 6		
	Wheal Providence	17	3 4 6	54 17 6		
	Wheal Providence	41	7 16 0	319 16 0		
	Wheal Providence	51	8 8 6	429 13 6		
	Wheal Providence	30	8 0 0	90 0 0		
3. FREEMAN & CO.	Wheal Buller	25	4 17 0	123 13 6		
	Wheal Trewavas.	31	3 8 6	106 3 6		
	Wheal Speed	95	5 10 0	523 10 0		
	Wheal Speed	52	9 10 0	494 0 0		
4. GREENFELD AND CO.	Carnbrea	90	5 19 0	589 1 0		
	Wheal Trewavas.	32	1 15 0	56 0 0		
	Wheal Speed	88	4 18 0	481 4 0		
	Wheal Speed	83	15 6	479 6 6		
	Wheal Speed	58	4 14 6	239 13 3		
	Wheal Speed	71	5 14 6	406 9 6		
	Wheal Speed	64	5 1 0	323 4 0		
	Wheal Speed	30	5 10 0	260 10 0		
	Tresavean	107	5 10 6	163 10 3		
	Tresavean	72	6 16 0	489 12 0		
	Tresavean	68	3 16 6	260 2 0		
	Tresavean	65	8 10 0	562 10 0		
	Tresavean	33	7 10 0	247 10 0		
5. SIMS, WILLIAMS, NEVILLE, AND CO.	902				5125 10 0	
6. WILLIAMS, FOSTER & CO.	Carnbrea	32	1 15 0	56 0 0		
	Fowey Consols.	51	5 10 0	250 10 0		
	Wheal Buller	56	7 12 8	427 0 0		
	Relistian	93	3 9 6	323 3 6		
	Relistian	112	9 5 6	1038 16 0		
	Relistian	52	5 11 0	288 12 0		
	Relistian	9	19 5 0	175 15 0		
	Providence Mines	128	6 18 0	848 14 0		
	Providence Mines	107	7 6 6	783 15 6		
	Wheal Busy	30	1 19 6	59 5 0		
	Wheal Trewavas.	31	3 8 6	106 3 6		
	Levant	60	10 5 6	616 10 0		
	Levant	50	13 11 0	670 10 0		
	Levant	26	6 16 6	180 17 3		
	Levant	22	14 5 6	321 3 9		
	Wheal Mary.	27	7 6 6	196 8 6		
7. VICTORS AND CO.	9124	6 12 0	586 8 0	6550 14 3		
	Fowey Consols.	104	5 16 6	559 4 0		
	Wheal Marazion	200			1245 12 0	
	Wheal Marazion	4091			25578 11 6	

SALE OF COPPER ORES AT TRURO.

Sampled July 4, and Sold at Pearce's Hotel, Truro, July 19.

| Mines | Tons. |
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THE MINING JOURNAL.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
BANK STOCK, 8 per Cent.	205½	205½	205½	206½	206½	206½
3 per Cent. Red. Anns.	94½	94½	94½	94½	94½	94½
8 per Cent. Consols.	93½	93½	93½	93½	93½	93½
3½ per Cent. Anns.	1818.	—	1024	1024	1024	—
3 per Cent. Anns.	1726.	—	—	—	—	—
3½ per Cent. Red. Anns.	1012	1012	1012	1012	1012	1012
New 3½ per Cent. Anns.	1012	1012	1012	1012	1012	1012
New 5 per Cent.	—	—	—	—	—	—
Long Anns.	1860.	152	152	152	152	152
Anns. for 30 Years.	1859.	152	152	152	152	152
Ditto.	1860.	15	—	15	15	15
India Stock, 104 per Cent.	2654	—	2654	2654	2654	2654
South Sea Stock, 34 per Cent.	—	—	1044	1044	1044	1044
Ditto Old Anns. 3 per Cent.	924	—	—	—	—	—
Ditto New Ann. 3 per Cent.	—	—	—	—	—	—
3 per Cent. Anns.	1751.	—	—	—	—	—
India Bonds, 4 per Cent.	79 72	p 77 79	p 77 80	p 80 p	p 78 p	p 08 81 p
Exchequer Bills, 2d. £1000.	73 75	73 76	74 78	76 78	77 82	80 82
Ditto.	2500.	73 75	73 76	74 78	76 78	78 80
Ditto.	Small.	74 76	73 76	74 78	76 78	78 80
Ditto.	Com.	—	—	—	—	—
3 p. cent. Cons. for Op. Aug. 28	954	954	—	942	942	942
India Stock for Op. Aug. 28	—	—	—	265	—	—
Bank Stock for Ac. Aug. 28	—	—	2064	—	—	—

BANK OF ENGLAND.—TRANSFER BOOKS.

	SATURDAY.	TUESDAY.	OPEN.
8 per Cent. Consols.	Tuesday, June 5,	“	Tuesday, July 17, 1838.
3½ per Cent. Reduced.	Tuesday,	“	Tuesday, “ 17, “
3 per Cent. 1726.	Thursday,	“ 7,	Thursday, “ 12, “
New 3½ per Cent.	Friday,	“ 8,	Friday, “ 13, “
Ann. for terms of Years.	Monday,	“ 4,	Friday, “ 20, “
South Sea Stock.	Friday,	“ 8,	Friday, “ 13, “
3 per Cent. 1751.	Thursday,	“ 7,	Thursday, “ 12, “
East India Stock.	Tuesday,	“ 5,	Thursday, “ 12, “

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	106½	—	—	—	—	—
Belgian, 5 per Cent.	—	—	1022	1023	1024	103
Brazilian.	—	80	—	792	804	80
Ditto, 1829.	—	784	—	79	—	—
Buenos Ayres, 6 per Cent.	17 18	—	—	—	—	—
Cuba, 6 per Cent.	81	—	—	—	—	—
Chilian, 6 per Cent.	—	264	—	—	—	—
Colombian, 6 per Cent.	—	—	—	23	—	—
Ditto, 1824, ditto.	274	27½	274	274	274	274
Danish, 3 per Cent.	—	764	—	752	4	76
Greek, 5 per Cent.	—	—	—	—	—	—
Ditto, 1825, 5 per Cent.	—	—	—	—	—	—
Mexican, 5 per Cent.	—	—	—	—	—	—
Ditto, deferred do.	—	—	—	—	—	—
Ditto, 1825, 6 per Cent.	244	5	242	5	244	5
Ditto, def. do. 6 per Cent.	—	—	—	—	—	—
Neapolitan, 5 per Cent.	—	—	—	—	—	—
Persianian, 6 per Cent.	—	—	—	17	18	18
Portuguese, 5 per Cent.	—	—	—	704	704	704
Ditto, New 5 per Cent.	354	6	36	36	36	36
Ditto, 3 per Cent.	234	4	24	24	24	24
Prussian, 4 per Cent.	—	—	—	—	—	—
Russian, 1822, 5 per Cent.	1122	—	—	1143	—	—
Spanish, 5 per Cent. Consols.	224	22	224	224	224	224
Ditto, passive.	—	48	—	5	46	—
Ditto, deferred.	—	9	92	92	92	92
Ditto, 1826, 6 per Cent.	544	4	544	4	544	542
Ditto, 4 per Cent.	1018	2	102	12	102	12
Ditto, New, 1827.	994	4	994	994	100	101

FRENCH FUNDS.

	FARIN.	LONDON.
5 per Cent. Ann.	July 12	July 14
Ex. on Lond. I. b. m. 253.75c. 256.37c. 257.37c. 258.37c.	111.60c.	111.60c. 111.60c. 111.60c.
ditto 3 mhs. 252.25c. 252.25c. 252.25c. 252.25c.	—	—
44 per Cent. Ann. 20.	1-61.50c.	100f.50c. 100f.50c.
4 per Cent. Ann. 102f.90c.	101f.80c.	102f. 102f.50c.
Exchange.	—	—
8 per cent.	80f. 68c.	80f. 90c. 80f. 95c. 80f. 85c.
Exchange.	—	—
Bank Shares.	2615f.	2590f. 2660f. 2595f.

IRISH FUNDS.

	JULY 12.	JULY 14.	JULY 16.	JULY 18.	JULY 9.	JULY 18.	JULY 20.
5 per Cent. Ann.	111.60c.	111.60c.	111.60c.	111.60c.	—	—	—
Ex. on Lond. I. b. m. 253.75c. 256.37c. 257.37c. 258.37c.	—	—	—	—	—	—	—
ditto 3 mhs. 252.25c. 252.25c. 252.25c. 252.25c.	—	—	—	—	—	—	—
44 per Cent. Ann. 20.	1-61.50c.	100f.50c.	100f.50c.	100f.50c.	—	—	—
4 per Cent. Ann. 102f.90c.	101f.80c.	102f. 102f.50c.	—	—	—	—	—
Exchange.	—	—	—	—	—	—	—
8 per cent.	80f. 68c.	80f. 90c. 80f. 95c. 80f. 85c.	—	—	—	—	—
Exchange.	—	—	—	—	—	—	—
Bank Shares.	2615f.	2590f. 2660f. 2595f.	—	—	—	—	—

AMERICAN FUNDS.

	London.	America.
Redeemable.	—	—
New York 5 1853.	941	103 5
5 1840, 7.	—	—
1860.	954	—
Pennsylva.	1839, 40, 41.	—
1846.	—	—
1855, 4.	924	—
1856.	934	—
1858.	954	—
1860, 62.	954	—
1865.	—	—
Maryland 6 1870.	98	1104
Ohio....6 1850.	98	1104

COURSE OF EXCHANGE.

FRIDAY, July 26, 1838.

	Prices printed.	Prices negotiated on Change.	Prices Printed.	Prices negotiated on Change.	Prices Printed.	Prices Negotiated on Change.	Prices Printed.	Prices Negotiated on Change.	Prices Printed.
Amsterdam.	12	61 12	5½ 12	52	Seville.	36	—	—	—
Ditto at Sight.	12	7 12	42 12	52	Gibraltar. p. h. d.	49	—	—	—
Rotterdam.	12	7 12	42 12	52	Leghorn.	32	31½	31½	31½
Antwerp.	12	51 12	42 12	44	Genoa.	26	20	20	25
Hamburg Hcs. B.	13	13 12	13 12	12 12	Milan.	31	—	—	—
Paris, 3 days' sight									